

BACK TO A SUSTAINABLE FUTURE



RESILIENT CONNECTIVITY FOR SUSTAINED RECOVERY AND ECONOMIC GROWTH

TRANSPORT STATISTICS



UNECE

UNECE Transport Statistics Introduction

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Working Party on Transport Statistics, 9-11 June 2021

Transport Statistics

About us

Terms of Reference

Meetings & Documents

Meeting Documents
before 2021 (ARCHIVE)

Statistics and Data
Online

Tram and Metro data

Infocards

Database

SDG Papers

E-Road Census

E-Rail Census

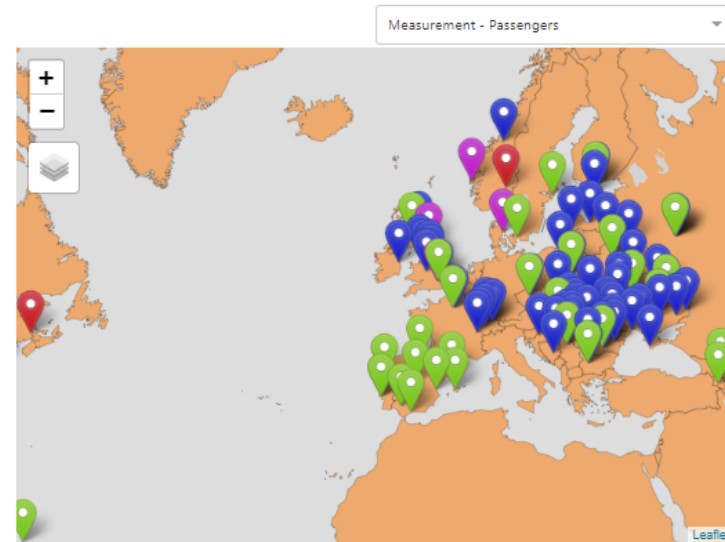
Classification NST 2007

Publications

Links

Contact us

Tram and Metro data



The above map shows data availability for tram and metro systems collected by UNECE, focussing on total passenger numbers by city (or region). The map can viewed in fullscreen [here](#).

These data were collected in a pilot questionnaire, asking for passenger numbers and passenger-km, maintaining the city (or regional) breakdown. **The full dataset can be downloaded as a CSV file [here](#)**, and metadata on the file structure and country notes (including on data collection methods) are available [here](#). These data were updated 1 April 2021.

During the COVID-19 pandemic, **quarterly data** were collected as a way to quantify the impact of lockdowns in different cities. The dataset is available [here](#). Depending on user needs and the reporting burden of this exercise, the data may be updated in the future.

11 SUSTAINABLE CITIES AND COMMUNITIES





- Background document number 5
- Need for Data
- Annual data collection
- Dissemination of the results
- COVID-19 and beyond; annual data sufficient?
- Data confidentiality and other challenges
- The future?

Motivation

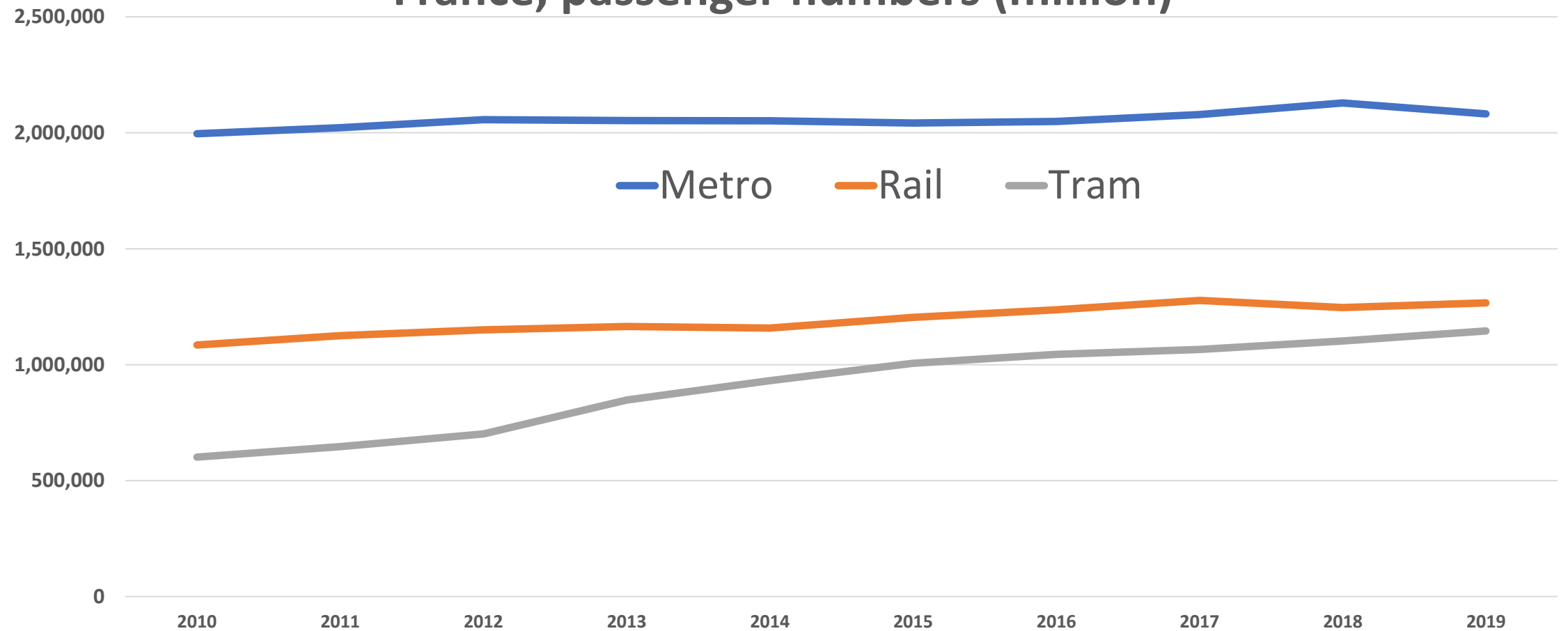


- Understanding urban mobility crucial to SDGs.
- City-specific data lose value when combined.
- No tram or metro statistics collected at the international level.
- Data for buses are hard to split between urban and inter-urban. Tram and metros don't have this problem.
- Timely public transport data currently **high value** in post-lockdown world.





France, passenger numbers (million)



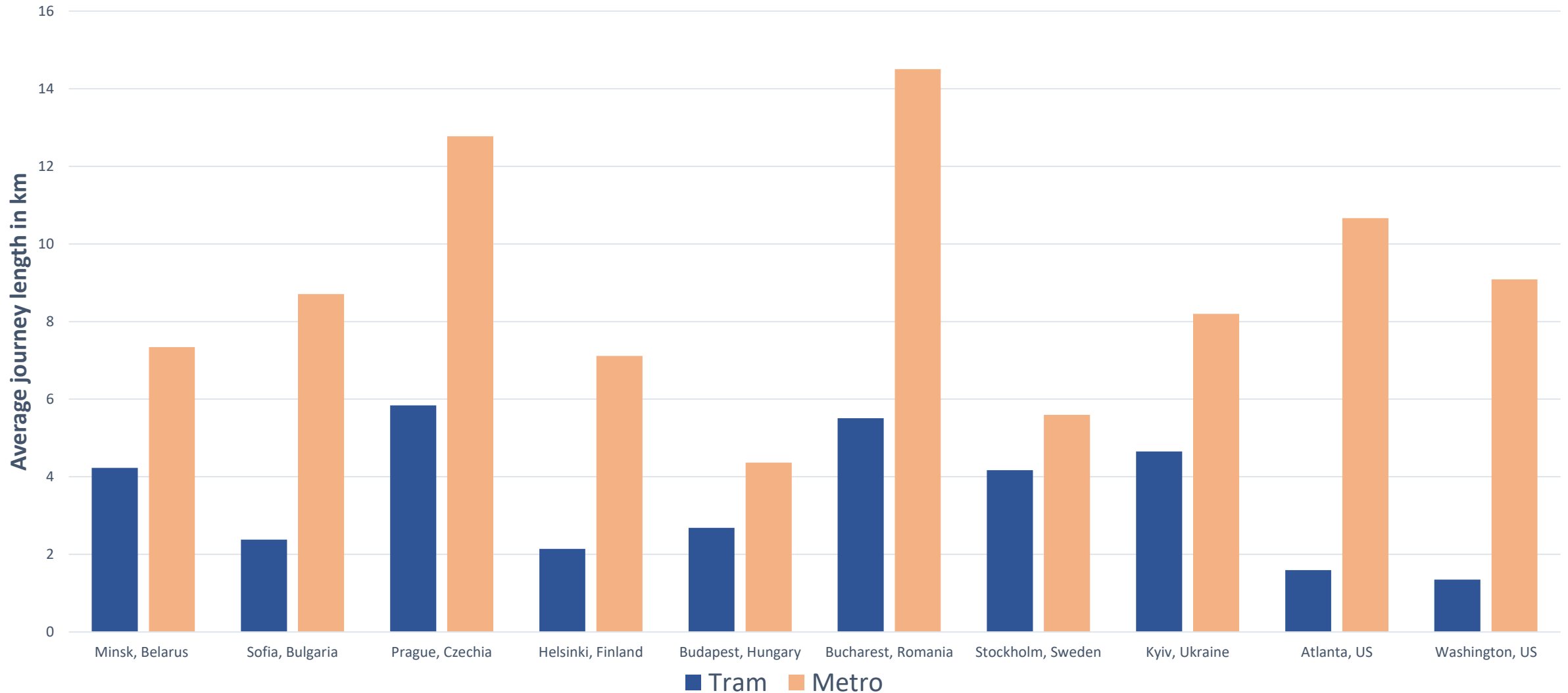
UNECE Questionnaire



- Questionnaire kept SIMPLE: passenger numbers and passenger-km, for each system.
- Current data availability: **27 countries, 143 cities.**
- (Many countries have no active systems).
- Collection repeated in Autumn 2020, this time asked for Monthly/Quarterly data as a test.
- Happy to receive data in a flat file format in the future.



Cities with both tram and metro systems, passenger distances

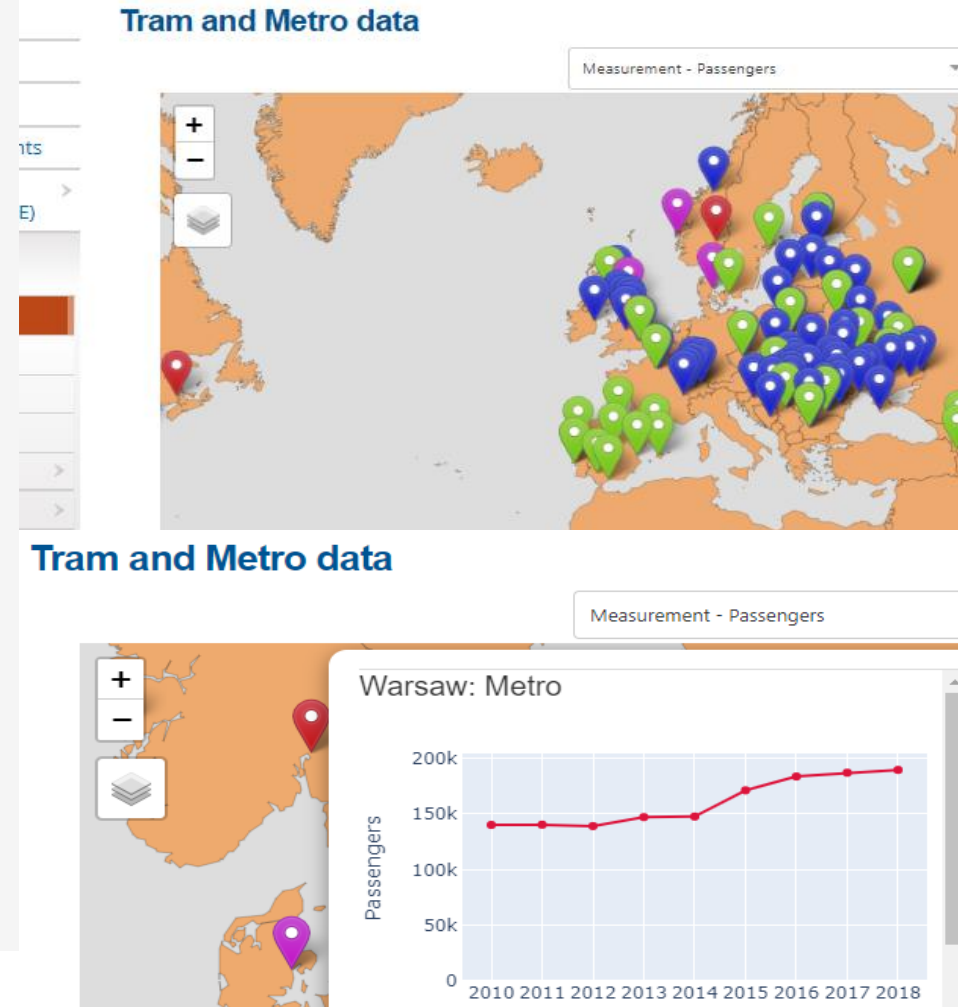


Dissemination



- Due to city-breakdown, data cannot be disseminated using normal structured PC Axis cubes.
- So data disseminated as simple CSV.
- Constant location and structure (so you can link to it)
- Accompanying map highlights data availability and trends.
- Any suggestions for dissemination improvements?

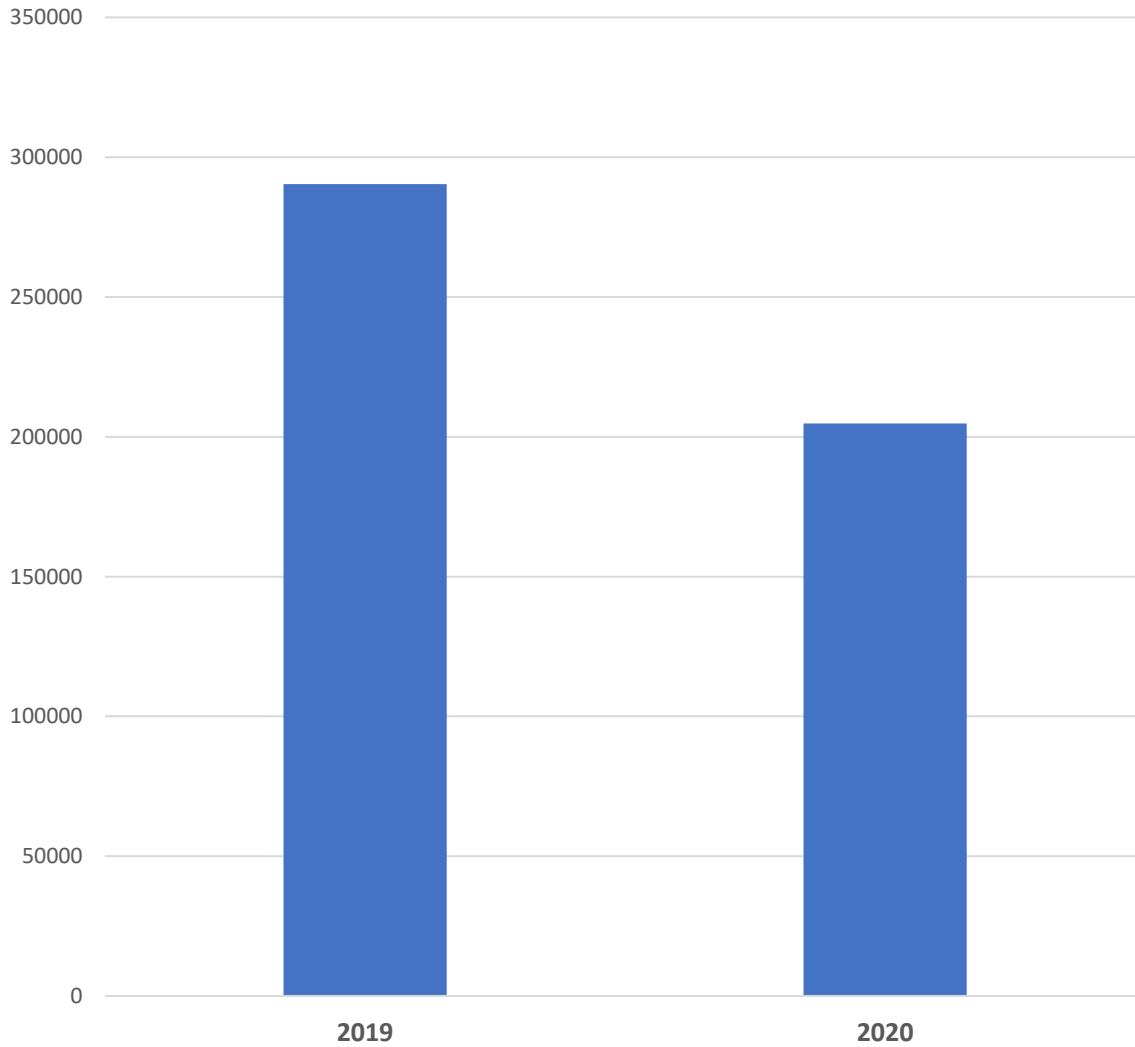
unece.org/tram-and-metro-data



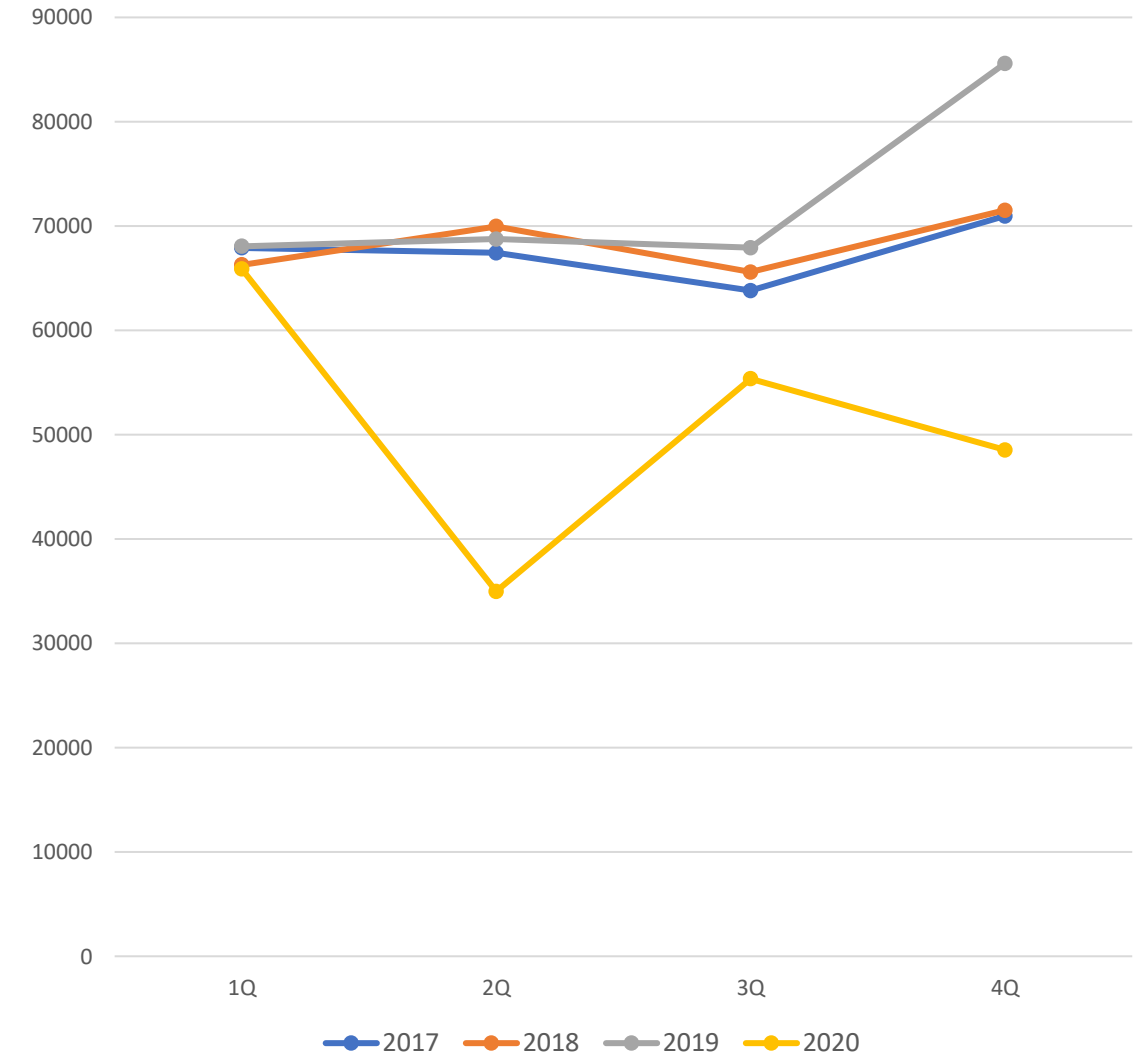
Short-term Data?

Importance of short-term data

Copenhagen Metro, Annual

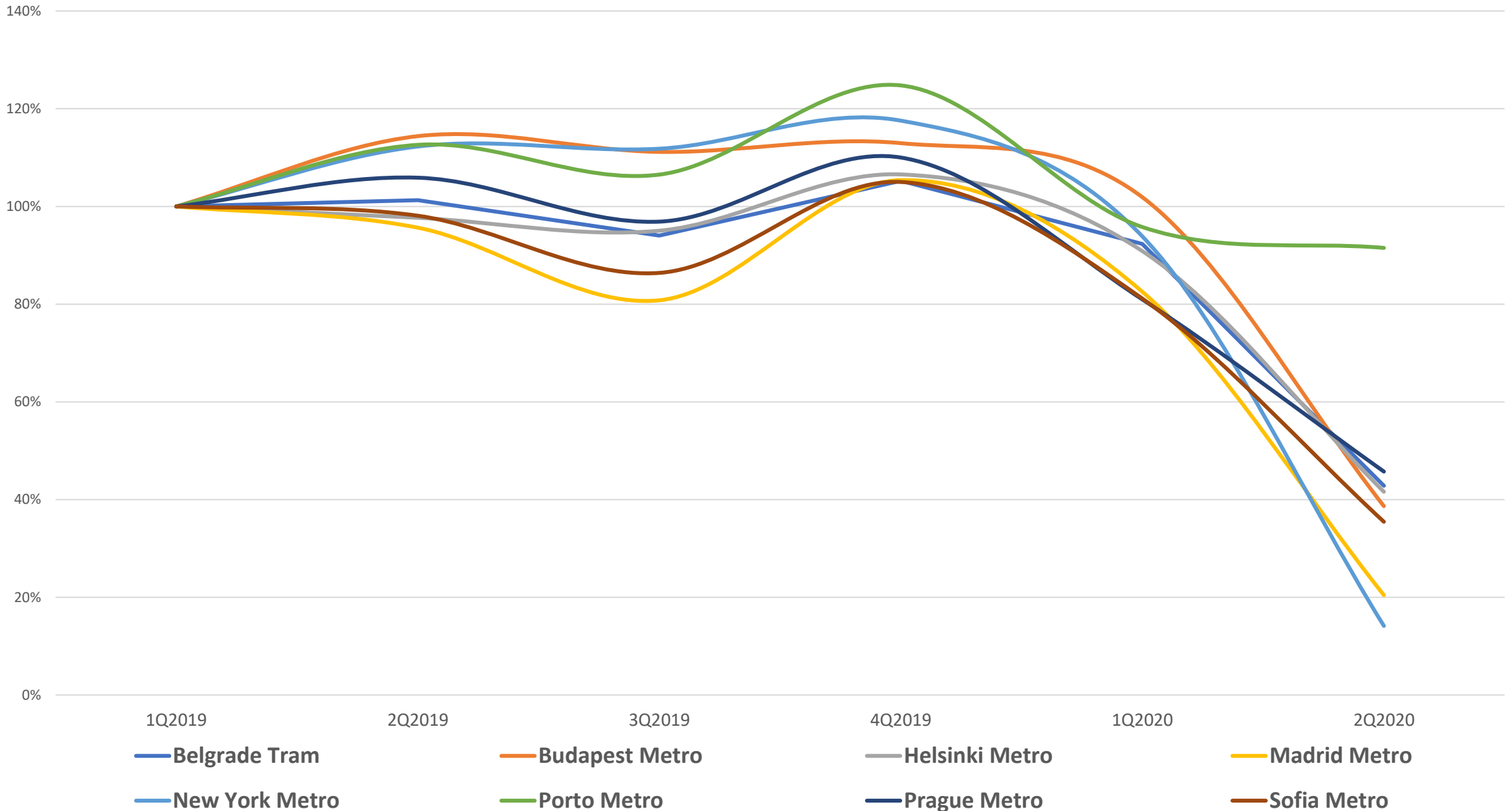


Copenhagen Metro, Quarterly



Source: Statistics Denmark

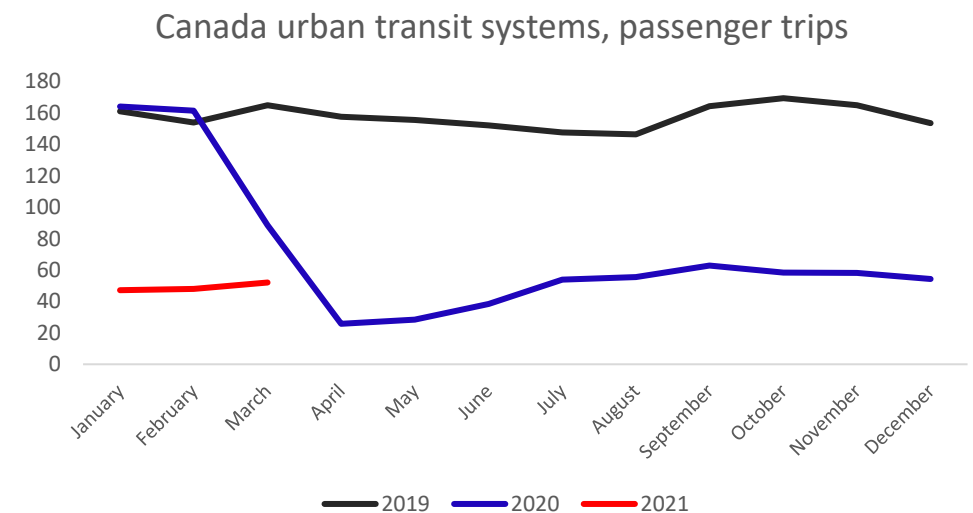
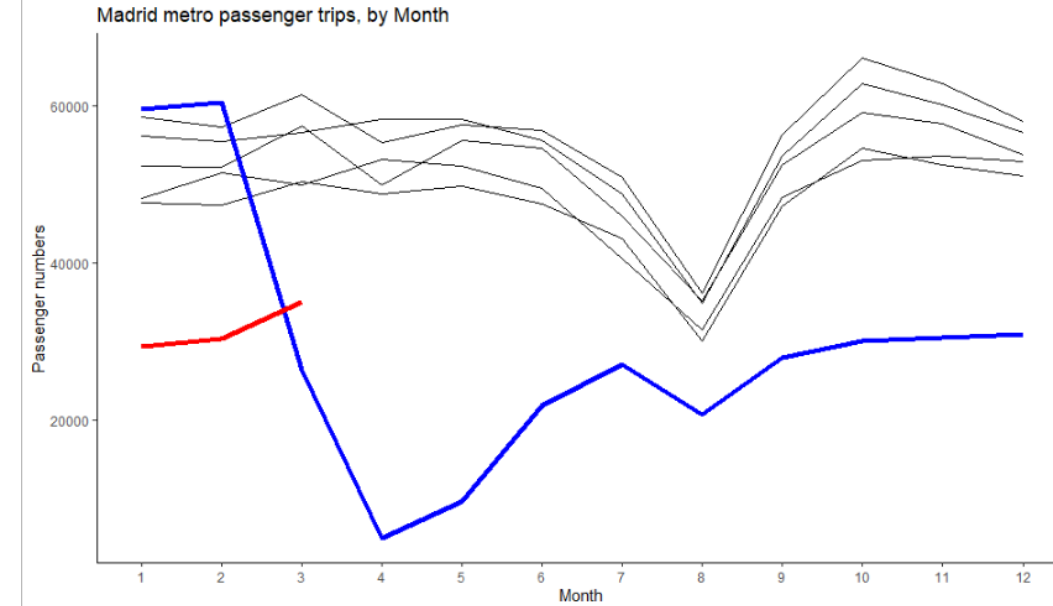
Short-term Data Patterns



Dissemination



- 17 countries (of 26) sent 1/4ly data or was on web. UNECE can ask this 1/4ly, but big reporting burden (on you and us).
- Can we automate this collection process?
- An urban public transport index could be a useful international tool, even if aggregated.
- If you have quarterly data available, why not publish?



The Future: UNECE



- **We plan to continue this collection annually.**
- **Even with data comparison issues, growth rates are very useful.**
- **If you have these quarterly data available, can you commit to publishing them?**
- **Do you use these data for modal split calculations at the national/regional level?**
- **How about urban bus data?**

The Future: Countries

- Are better data likely in the future through new technology?
- What are the challenges and opportunities for urban public transport data in your country?

