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Item 10 of the provisional agenda

Programme of work for 2022–2024 and biennial evaluation 2020–2021

Draft programme of work 2022–2024 and biennial evaluation for 2020–2021

Note by the secretariat

I. Mandate

1. In accordance with the decision of the Secretary-General to have an annual programme of work, the Inland Transport Committee (ITC) in 2019 requested the secretariat to discontinue the preparation of programmatic documents with a biennial coverage previously adopted by the Committee, including on evaluation and monitoring, since they will no longer be relevant for the new programmatic cycle (ECE/TRANS/288. Para. 124). Nevertheless, the ITC left the option open for Working Parties under its purview to continue to approve and review their programmes of work every two years if they felt it relevant to their circumstances. The Working Party on Transport Statistics in 2021 agreed that the programme of work should continue on a biennial basis, as this fits better the circumstances of the Working Party on Transport Statistics (WP.6), and thus allowing member States to better plan and monitor the activities of WP.6. This document thus covers both the biennial programme of work for June 2022 to June 2024 (moving the dates to be in line with annual sessions), and the biennial evaluation for 2020–2021.

II. Programme of work for 2022–2024

A. Introduction

2. The present document sets out the draft programme of work for the subprogramme on “Transport statistics” of the ITC for the period from June 2022 to June 2024. The Working Party on Transport Statistics is invited to consider this programme for adoption at its current session. The Working Party and ITC will have the opportunity to adjust its programme of work during the course of the biennium.

3. The draft programme of work applies a results-based approach. It comprises, for each cluster of activities, an expected accomplishment and a list of outputs/activities proposed to

be carried out in the period. The delivery of these outputs/activities is expected to contribute to achieving the expected results.

4. The grouping of programme activities into clusters is the same as that used by ITC for the biennial evaluation of its subprogramme performance.

5. The following clusters of activities make up the transport subprogramme at the United Nations Economic Commission for Europe (UNECE):

Cluster No Subprogramme: 02 Transport

1. Overall coordination (Inland Transport Committee and Bureau)
 2. Transport trends and economics (including Euro-Asian transport links)
 3. Harmonization of vehicle regulations, climate change and intelligent transport systems (ITS)
 4. Rail transport and Trans-European network for rail (TER) Project
 5. Inland waterway transport
 6. Intermodal transport and logistics
 7. Customs questions affecting Transport
 8. Transport, Health and Environment Pan-European programme (THE PEP)
 9. Transport of dangerous goods (UNECE)
 10. Transport of dangerous goods (ECOSOC)
 11. Globally Harmonized System for the Classification and Labelling of Chemicals (GHS) (ECOSOC)
 12. Transport of perishable foodstuffs
 13. Transport statistics
 14. Road transport and Trans-European north-south motorway (TEM) project
 15. Road traffic safety
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6. For ease of reference, new outputs/activities are indicated as “additional” and in “bold text”.

7. The outputs/activities have been listed under the cluster of activities to which they belong according to the following main categories: (a) meetings and related parliamentary documentation; (b) publications and other information material; and (c) technical cooperation, including, seminars, workshops, training sessions, advisory services and online tools.

8. The relevant indicators of achievement, together with baseline and target data, against which performance will be measured, are presented below.

9. The present document is based on the programme of work agreed at the seventy-second session of the Working Party (ECE/TRANS/WP.6/2021/6) which sought to implement the ITC Strategy to 2030 (ECE/TRANS/288/Add.2).

Documentation

ECE/TRANS/WP.6/2021/6, ECE/TRANS/288/Add.2, ECE/TRANS/WP.6/2020/6

B. Objective and strategy

10. The objective of the UNECE subprogramme on transport is to facilitate the international movement of persons and goods by inland transport modes and improve safety,

environmental protection, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable transport. The responsibility for this subprogramme is vested in the Sustainable Transport Division.

11. Within the subprogramme, the Working Party on Transport Statistics is mandated (as per its Terms of Reference)¹ to:

(a) Develop appropriate and common methodologies and terminology for the harmonization of land transport statistics to improve international comparability, aiming also at the determination of indicators of sustainable transport;

(b) Collect, compile and disseminate land transport statistics that highlight the impact of existing ECE legal instruments, including data on motor traffic, road traffic accidents, rail traffic, inland waterways and transport through pipelines;

(c) Develop, maintain and improve the online UNECE Transport Statistics Database in order to ensure good quality, relevant, user friendly and timely transport statistics;

(d) Contribute to the coordination of statistical activities of international organizations in the field of transport in order to promote good statistical practices and consistency of disseminated data, minimize duplication of work and reduce the reporting and meetings burdens on UNECE member countries, in particular by maintaining and improving the common questionnaire system in partnership with Eurostat and the International Transport Forum;

(e) Provide a forum for the exchange of experiences and best practices and provide guidance on how to address statistical challenges, including the availability, quality and interchange of data on land transport;

(f) Promote and provide technical cooperation and capacity-building in transport statistics;

(g) Contribute to the development of the transport-related Sustainable Development Goal indicators, through methodology sharing and dialogue between member States and relevant custodian agencies;

(h) Explore interlinkages between the transport-related Sustainable Development Goal indicators and other areas of sustainable development, for example interactions between transport and environment, energy, health, gender etc;

(i) Become a central hub for transport statistics by fostering cooperation and collaboration with the European Commission, intergovernmental and nongovernmental organizations and other United Nations regional commissions and organizations or bodies of the United Nations system;

(j) Collaborate closely with other subsidiary bodies of ITC and other UNECE body on matters of common interest.

C. Outputs/activities to be delivered in the 2022–2024 biennium

12. Outputs/activities to be delivered in the 2022–2024 biennium are as follows:

Subprogramme: 02 Transport

Cluster 13: Transport Statistics

<i>Description of cluster (optional)</i>	<i>Expected accomplishments from this cluster</i>
Collection and compilation of transport statistics, including data on motor traffic, road traffic accidents and rail traffic. Development and maintenance of the online UNECE Transport Statistics Database in	Improved availability and scope of transport statistical data

¹ ECE/TRANS/WP.6/2021/3.

order to maintain good quality, relevant, user friendly and timely transport statistics.

Development of appropriate and common methodologies and terminology for the harmonization of statistics, with a particular focus on data for the transport-related Sustainable Development Goal indicators. This includes: methodologies for the collection and compilation of statistics on road, rail, inland waterway, pipeline and combined transport as well as on road traffic accidents, in cooperation and coordination with other UNECE bodies, related international organizations, in order to promote the availability of comprehensive, timely and reliable statistics for sustainable transport planning and analysis and to improve international comparability of transport statistics.

Periodical refinement and additions (as necessary) to the Glossary for Transport Statistics.

Production of outputs specifically related to the transport-related Sustainable Development Goal indicators.

Main actions by the Sustainable Transport Division:

- Act as secretariat to the Working Party on Transport Statistics and its team of specialists
- Maintain and improve an online database on inland transport statistics
- Actively contribute to monitoring the transport-related Sustainable Development Goal indicators, through raising awareness, data production and methodological guidance.
- Represent UNECE in the Intersecretariat Working Group on Transport Statistics
- Coordinate the compilation and dissemination of data for the 2020 E-Road and E-Rail traffic censuses.
- Provide technical support for technical cooperation and capacity-building in transport statistics.

Outputs/activities

(a) Meetings and related parliamentary documentation

15.1 Working Party on Transport Statistics (seventy-third session, 2022)

Documentation:

Report of the annual session of the Working Party. Documents on methodological development and harmonization of transport statistics, on data gathering in relation to the Sustainable Development Goals, on methodological guidance and increased visibility of the transport-related Sustainable Development Goals, on activities of the Intersecretariat Working Group on Transport Statistics (Eurostat, International Transport Forum (ITF), UNECE), and on the 2020 E-Road and E-Rail traffic censuses.

15.2 Working Party on Transport Statistics (seventy-fourth session, 2023)

Documentation:

Report of the annual session of the Working Party. Documents on methodological development and harmonization of transport statistics, on data gathering in relation to the Sustainable Development Goals, on methodological guidance and increased visibility of the transport-related Sustainable Development Goals, on activities of the Intersecretariat Working Group on Transport Statistics (Eurostat, International Transport Forum (ITF), UNECE), on the 2020 E-Road and E-Rail traffic censuses, and on implementation of the ITC strategy.²

² <https://unece.org/transport/publications/itc-strategy-until-2030#:~:text=It%20sets%20the%20mission%20for,assisting%20in%20enhancing%20connectivity%20and.>

(b) Publications and other information material

- 15.3 Online database on land transport statistics
- 15.4 Publication of UNECE Transport Statistics for Europe and North America (biennial)
- 15.5 Publication of UNECE Road Traffic Accident Statistics in Europe and North America (biennial)
- 15.6 Publication of maps and data of the 2020 E-Road traffic census
- 15.7 Publication of maps and data of the 2020 E-Rail traffic census
- 15.8 Publication of annual main transport indicators in the UNECE region (Transport Statistics Infocards) (annual, online interactive version (now exclusively online))
- 15.9 Dissemination and promotion of fifth edition of the Glossary of Transport Statistics in cooperation with Eurostat and ITF.

(c) Technical cooperation

15.10 Support for technical cooperation and capacity building to assist countries in the collection, organization and automation of transport statistics, including the convening of training workshops, drawing also on expertise of member Governments and international organizations. In particular, assisting countries to measure the transport-related Sustainable Development Goal indicators.

III. Biennial evaluation

13. The activities of the Working Party are measured, as part of the biennial evaluation, against one expected accomplishment, two indicators of achievement and corresponding actual performance measures. Compared with earlier biennial evaluations, targets relating to the number of downloads have been removed. This is because measuring downloads has become increasingly difficult and arbitrary due to large numbers of downloads occurring automatically by search engines.

14. The Working Party may wish to review these parameters as well as the actual performance measures for 2020–2021 as provided below with a view to either maintaining them or establishing new ones for the biennium 2022–2024.

<i>Biennial Assessment</i>			
<i>Review of performance measures for 2020–2021</i>			
<i>Cluster</i>	<i>Expected Accomplishments</i>	<i>Indicators of Achievement</i>	<i>Actual Performance Measures</i>
13 Transport Statistics	Improved availability and scope of transport statistical data	(a) Number of reliable statistical products available on the Internet	
		<i>Performance measures:</i>	
		Baseline 2018–2019: Complete online statistical database	A largely complete statistical database online
		Target 2020–2021: Maintenance of online statistical database	Improved data availability (in terms of scope and completeness)

<i>Biennial Assessment</i>			
<i>Establishment of targets for 2022-2024</i>			
<i>Cluster</i>	<i>Expected Accomplishments</i>	<i>Indicators of Achievement</i>	<i>Actual Performance Measures</i>
13 Transport Statistics	Better engagement with member States on transport statistics	(a) Number of participants in the two annual meetings of the Working Party <i>Performance measures:</i> Baseline 2018–2019: 89 participants (total) Target 2020–2021: 90 participants (total) Target 2022–2023: 90 participants (total)	154 participants ³
		(b) Abilities of countries to produce SDG data, specifically for road fatalities by gender, road tonne-km, rail tonne-km <i>Performance measures:</i> Baseline 2020–2021: number of countries producing road tonne-km data Target 2022–2024:	37 countries (for year 2019) 38 countries
		Baseline 2018–2019: number of countries producing rail tonne-km data Baseline 2020–2021: number of countries producing gender-disaggregated road traffic fatality statistics Target 2022–2024:	42 countries (for year 2019) 40 countries (for year 2016) 42 countries

IV. Next steps

15. The Working Party may wish to consider this document for adoption, propose changes to its format for the 2022–2024 period, and decide whether to continue using it in this time period in lieu of further ITC decisions.

³ An exceptional attendance occurred due to meetings taking place fully online.