

BACK TO A SUSTAINABLE FUTURE



RESILIENT CONNECTIVITY FOR SUSTAINED RECOVERY AND ECONOMIC GROWTH

TRANSPORT STATISTICS



UNECE

# Transport SDGs in the UNECE Region

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# SDG Measuring and Monitoring at UNECE



- UNECE SDG nexus Approach
- Recap: Global transport SDG indicators
- UNECE Transport SDG monitoring and Data Stories
- Regional-specific indicators?



# SDG Measuring and Monitoring at UNECE



UNECE



- Developing countries' statistical capacities
- Defining methods and choosing indicators for the SDGs
- Data production for (e.g.) water, transport, forestry statistics
- Considering the SDGs in policy formulation (e.g. infrastructure planning, Environmental Performance Reviews).

# Flagship publication

- Challenges in measuring and monitoring the SDGs; Global, regional and national responses
- Conclusions and policy recommendations
  - Name a lead agency for SDG coordination
  - Improve NSO access to admin and non-traditional data sources across government.

Publication has input from all ECE sub-programmes. National responses and challenges come from NSO survey (+50 responses.)

<https://unece.org/info/UNECE-and-the-SDGs/pub/355192>

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Measuring and Monitoring Progress  
Towards the Sustainable Development Goals



UNITED NATIONS

# Nexus Approach: How does this Relate to WP.6?



- In line with ITC strategy, WP.6 has a mandate to explore relationships between transport and other domains.
- Future meetings can explore energy efficiency, electric vehicle charging data, sustainable mobility in cities, etc.
- What “nexus” topics would you like to see discussed at WP.6?

# Transport-Related SDGs

# Global Transport-Related SDGs



- 3.6.1: halve the number of road fatalities by 2030
- 9.1.1: proportion of rural population with access to an all-season road
- 9.1.2: Passenger and freight volumes, by mode of transport
- 11.2.1: proportion of urban population with convenient public transport access

**UNECE is a partner agency for  
all transport indicators**

# Road Safety: SDG 3.6.1

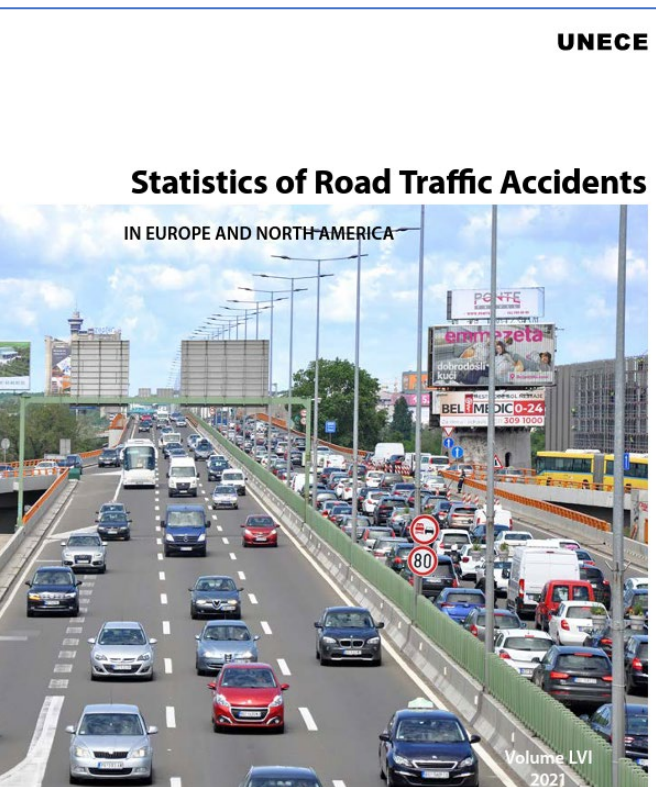


## 3 GOOD HEALTH AND WELL-BEING





# UNECE Road Safety Publication



## COVID-19 and trends in 2020

The COVID-19 pandemic in 2020 resulted in varying degrees of lockdowns and other restrictions in member States. While these restrictions reduced vehicle traffic to a greater or lesser degree, the impact was more nuanced. For the 22 ECE countries who provided finalised annual data at the time of publication, and a simple summation of these countries saw an overall decrease of 8 per cent. In order to track road safety performance on a near-term basis as the pandemic unfolded, the secretariat also compiled data directly from national sources when available.<sup>3</sup> Figure IV shows the monthly evolution of road traffic fatalities in metropolitan France, and shows the unprecedented drops in fatalities during the separate lockdowns in April and then again September onwards. While the reductions in fatalities were a positive trend resulting from it should be noted that the fatality reductions were less pronounced than the reductions in road traffic, in relative safety had not improved. Figure V shows the same data for Germany. A broadly similar pattern was observed, although the monthly fatality reductions were much less pronounced in comparison to the historical data for France.

Figure IV Provisional monthly road traffic fatalities in Metropolitan France, 2014-2020

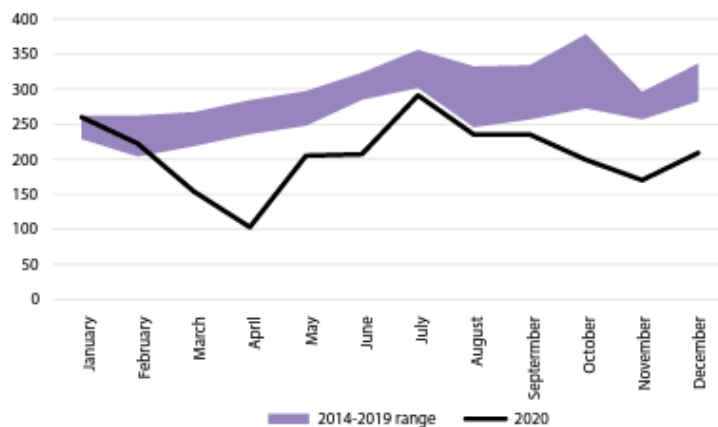
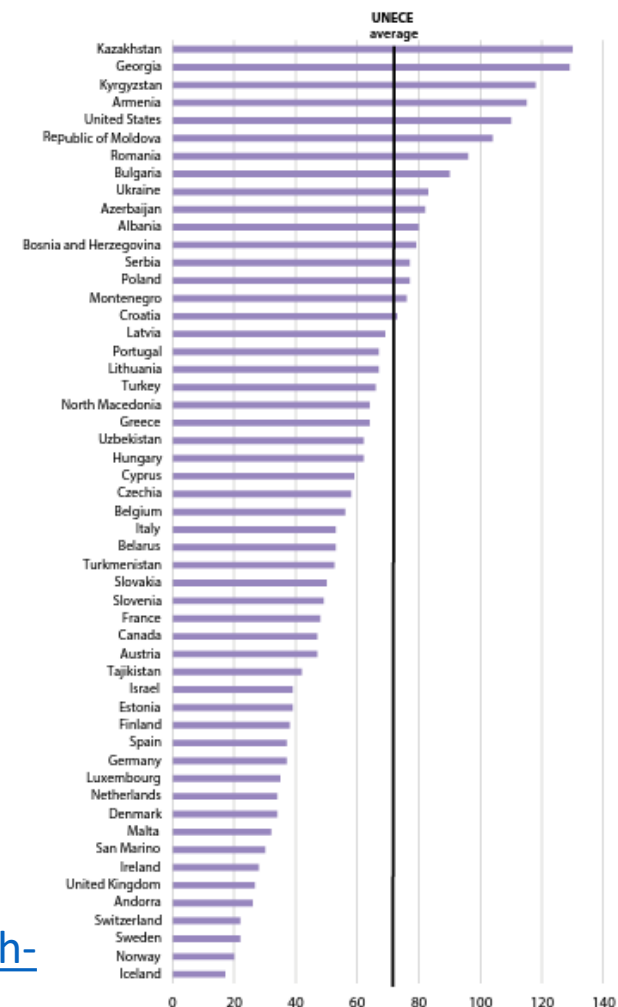


Figure II Road traffic fatalities per million inhabitants by country, 2019



# Modal Split: SDG 9.1.2



## 9 INDUSTRY, INNOVATION AND INFRASTRUCTURE



# SDG 9.1.2: Modal split



- Passenger modal split useful as a check on “building back better” (or not) post-COVID.
  - Challenge: often missing car passenger-km
- Freight: split between road, rail and IWW useful for tracking transport decarbonization.

# Public transport: SDG 11.2.1



## 11 SUSTAINABLE CITIES AND COMMUNITIES



- Public transport access is measured through distance and service levels. But **PT use** is a supporting indicator.

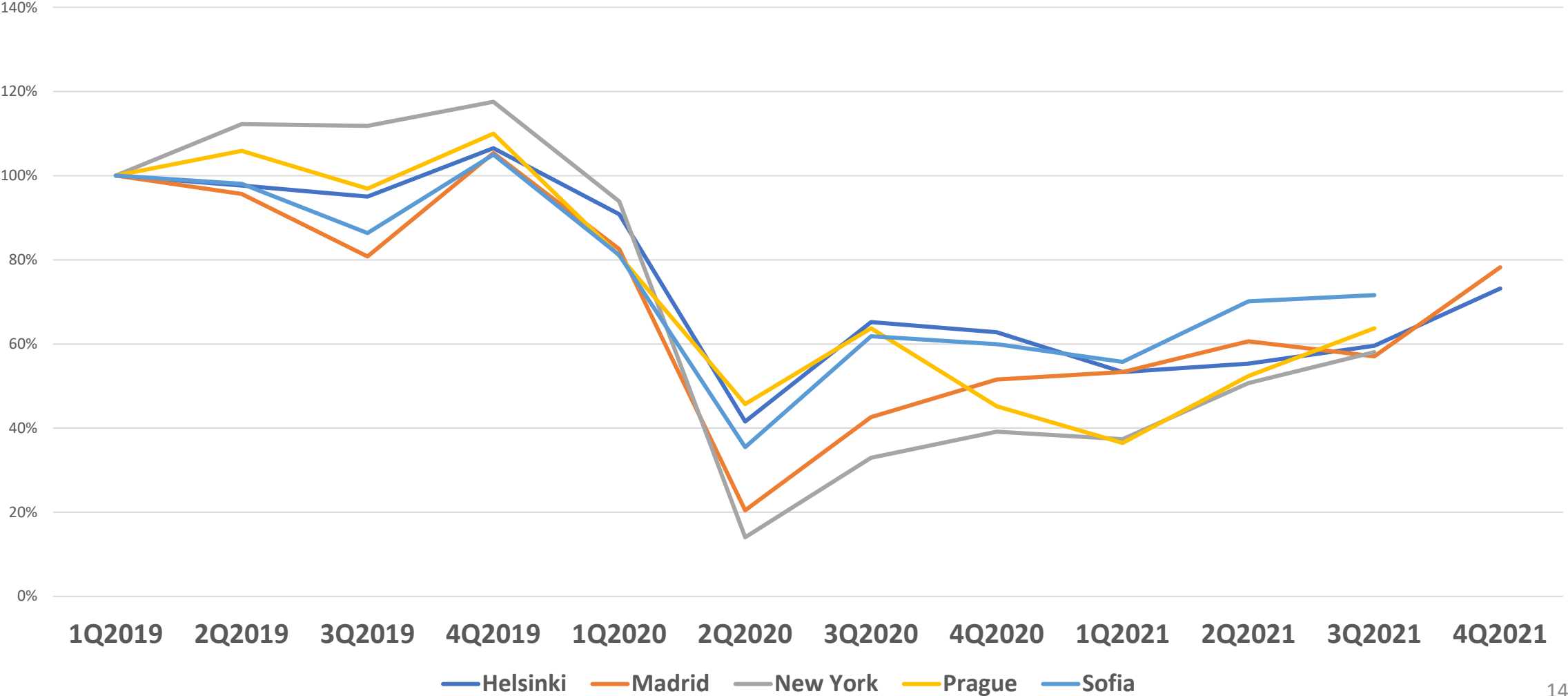
# Public transport: SDG 11.2.1



- Tram and metro statistics now covering 142 cities/regions and 29 countries.
- Quarterly Data (available for many countries) are useful indicator of “returning to normal” commuting post-COVID19 (also interesting to compare metro versus bus).
- Data collection: simple questionnaire (but directly from APIs for some countries)

<https://unece.org/tram-and-metro-data>

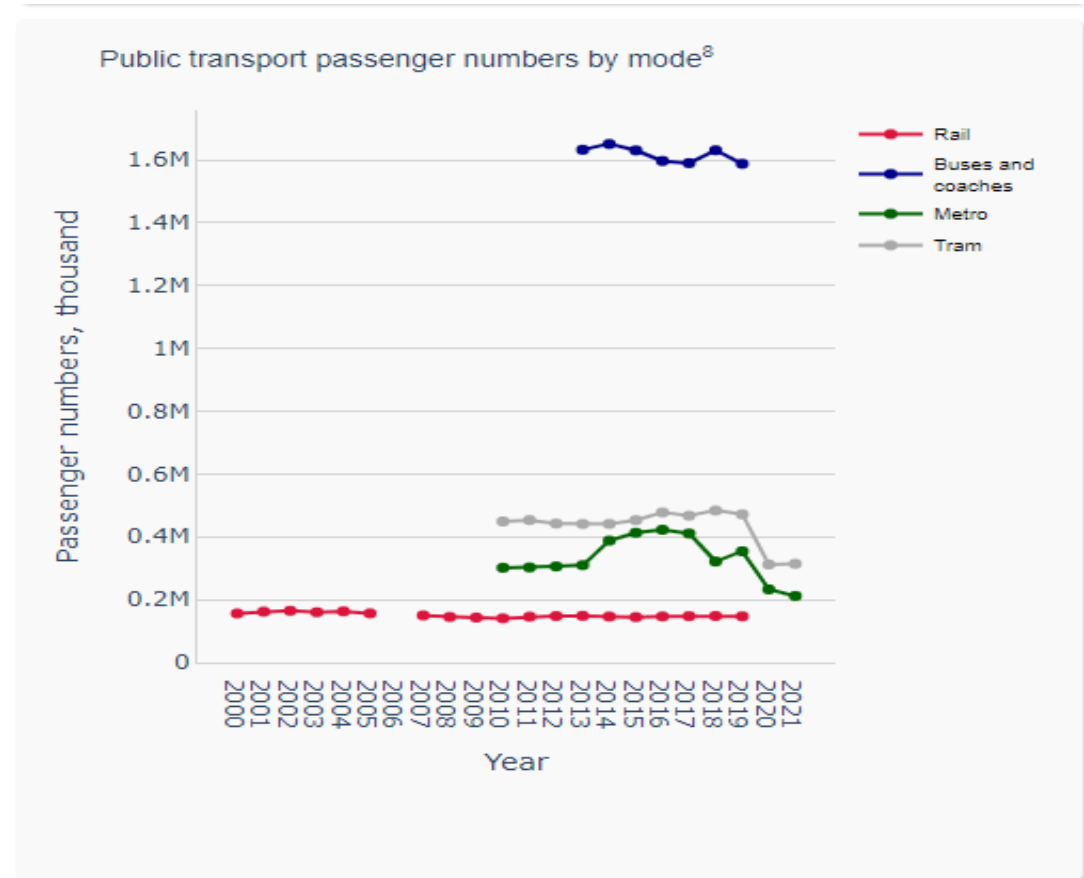
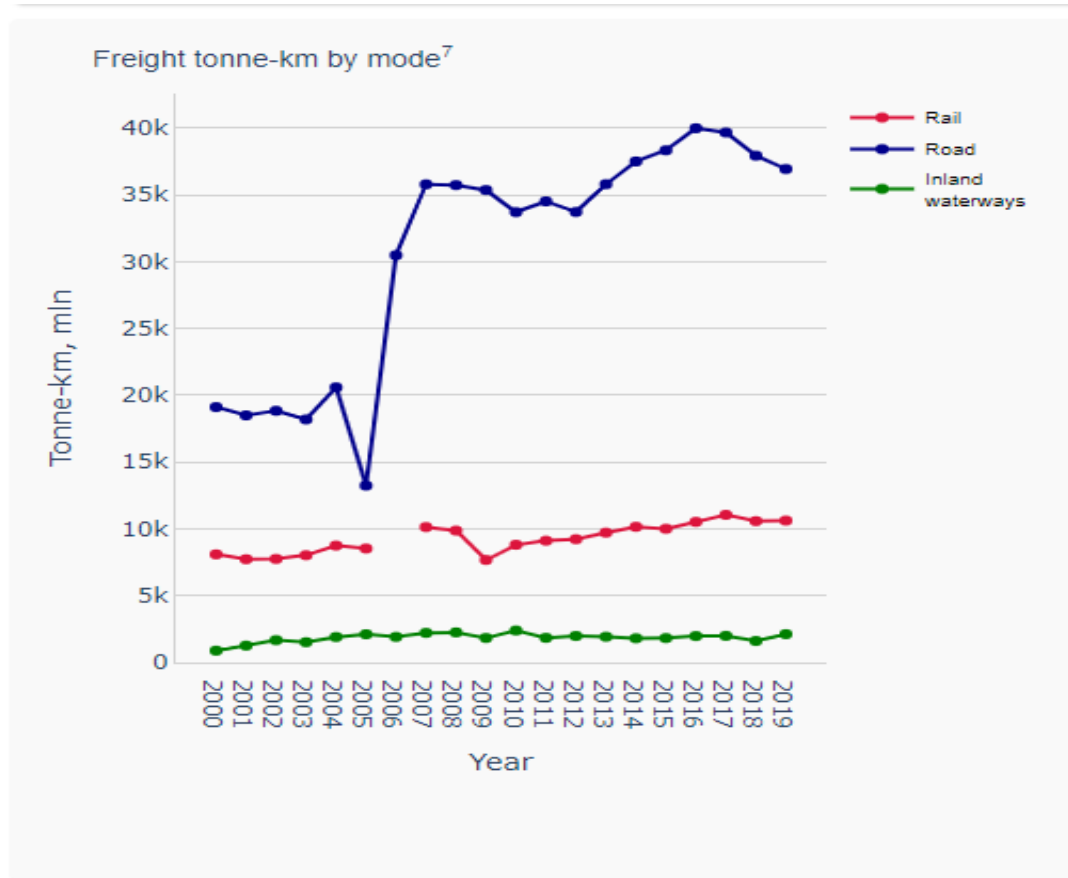
# Public transport: SDG 11.2.1



# SDG Dissemination



<https://stats.unece.org/infocard/>





# Road Safety Dissemination: A Data Story Approach

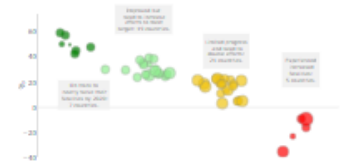
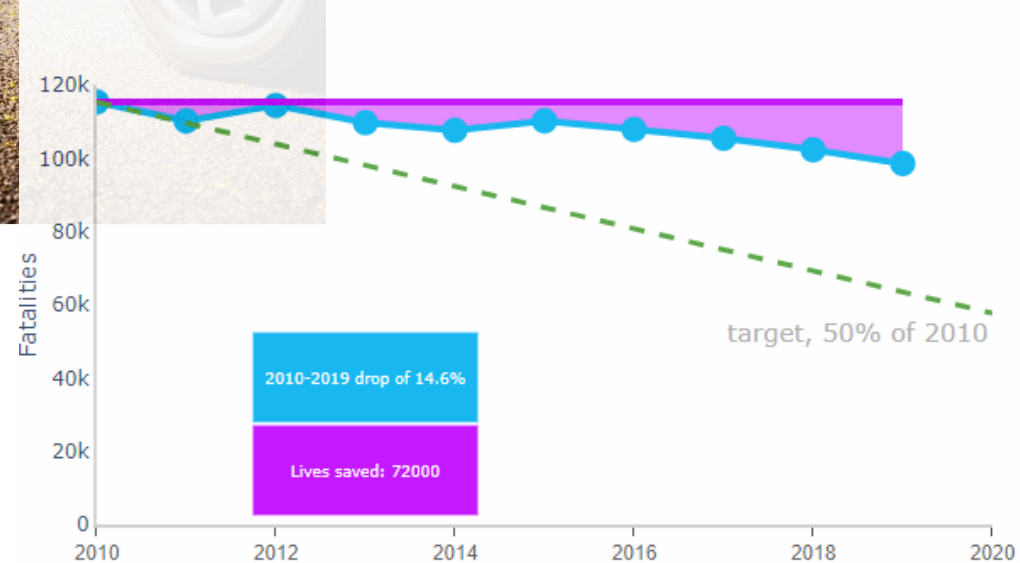


## ROAD SAFETY IN THE UNECE REGION

WHAT DO THE DATA SAY?  
EXPLORE THE REGION'S  
PROGRESS TOWARDS THE  
SDG 3.6 TARGET



Road traffic accidents, total for UNECE region



Since 2010, the rate of progress has varied significantly across countries in our region. The seven best performers show the diversity of our region, from Turkmenistan and Belarus to Norway and Greece.

Countries which are flattening or which have seen fatalities increase should up their efforts and make road safety a priority.



In addition to the breakdown by country, there are different trends in fatalities by type of road user. The next graph shows how fatalities have evolved for vulnerable road users (pedestrians and cyclists) against passenger car occupants (who together make up about 85% of all fatalities).

INCREASING FATALITIES FOR VULNERABLE ROAD USERS IS A CONCERN

Fatalities have increased for pedestrians and cyclists, and decreased for passenger car occupants (who together make up about 85% of all fatalities).



Passenger car occupants have seen a reduction in fatalities of



# Regional Specific Indicators

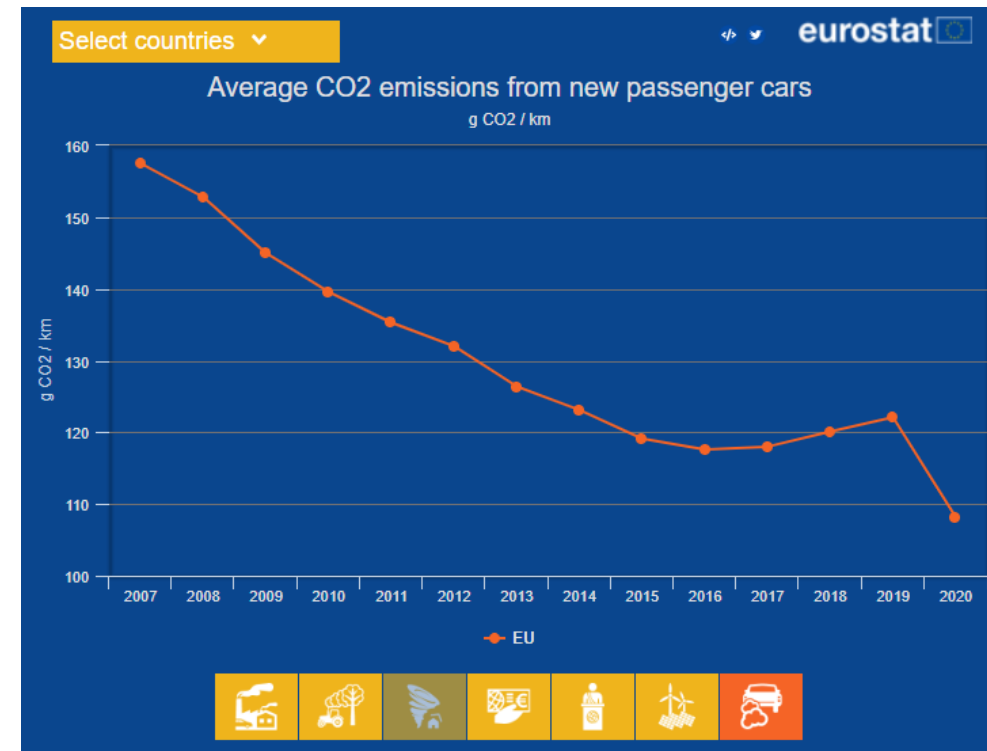
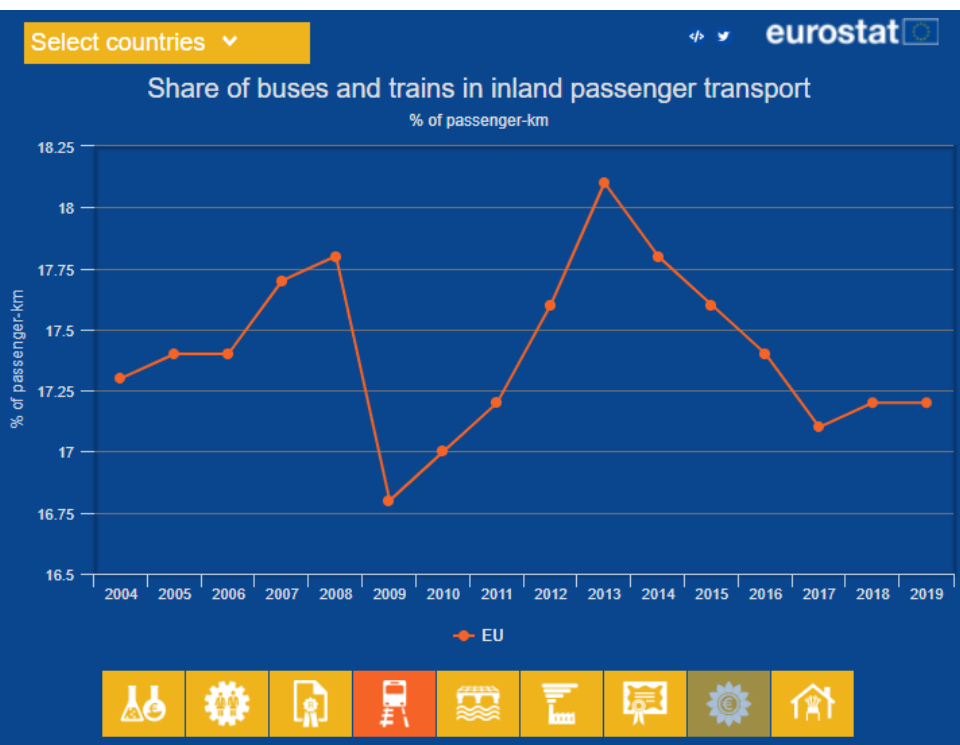


- In addition to global indicators, regions + countries may choose further indicators that reflect their circumstances:
  - When data are reasonably available
  - Indicator should have a clear interpretation.
- We can endorse ECE-specific indicators that are **appropriate to measure sustainable inland transport** in our region.
- What could they be?

# Regional Specific Indicators



- Eurostat approach: CO<sub>2</sub> of new registration of cars. What else should we cover?



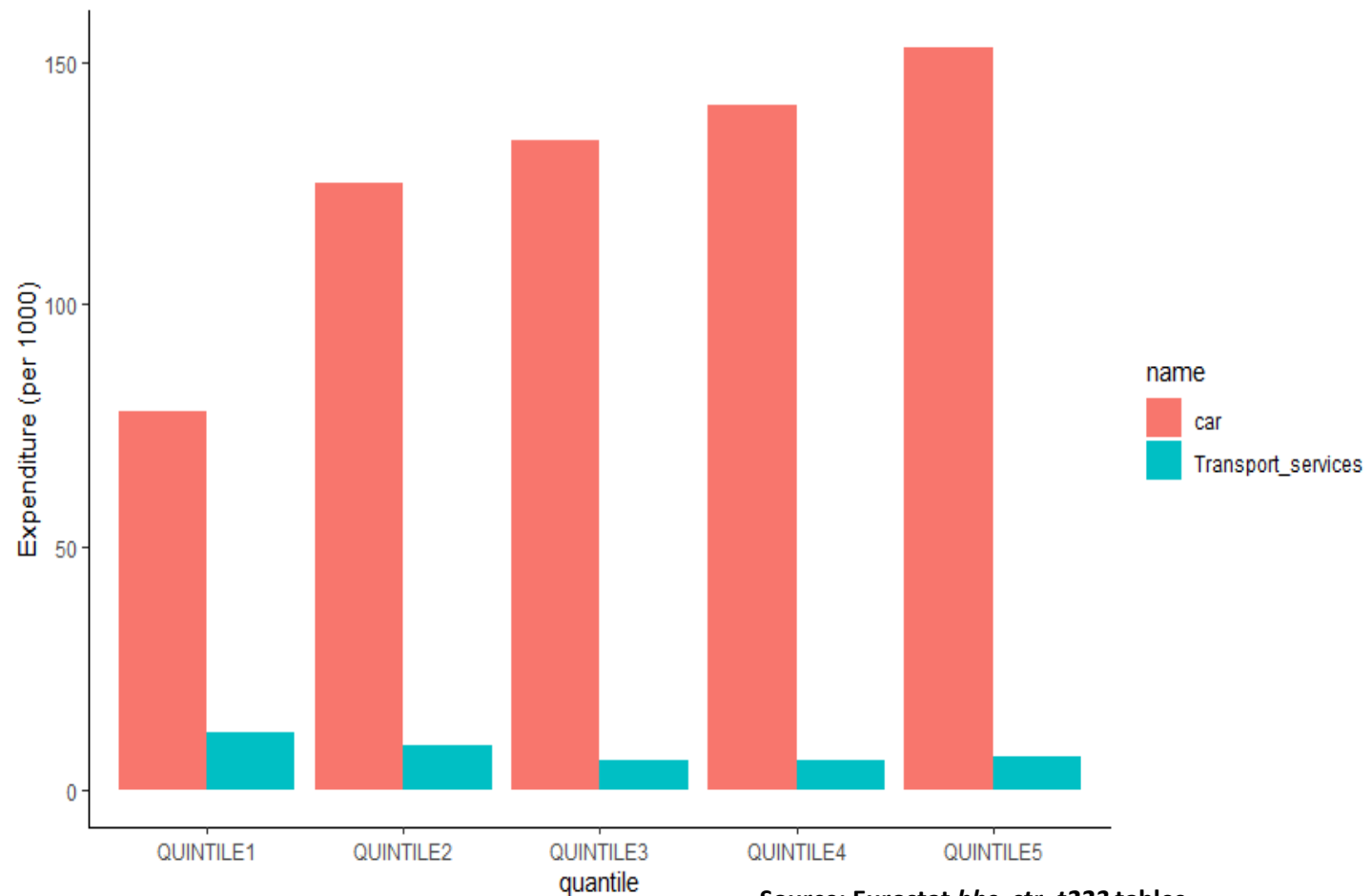
# Regional Specific Indicators: Social Dimension?



Social dimension can be difficult to interpret.

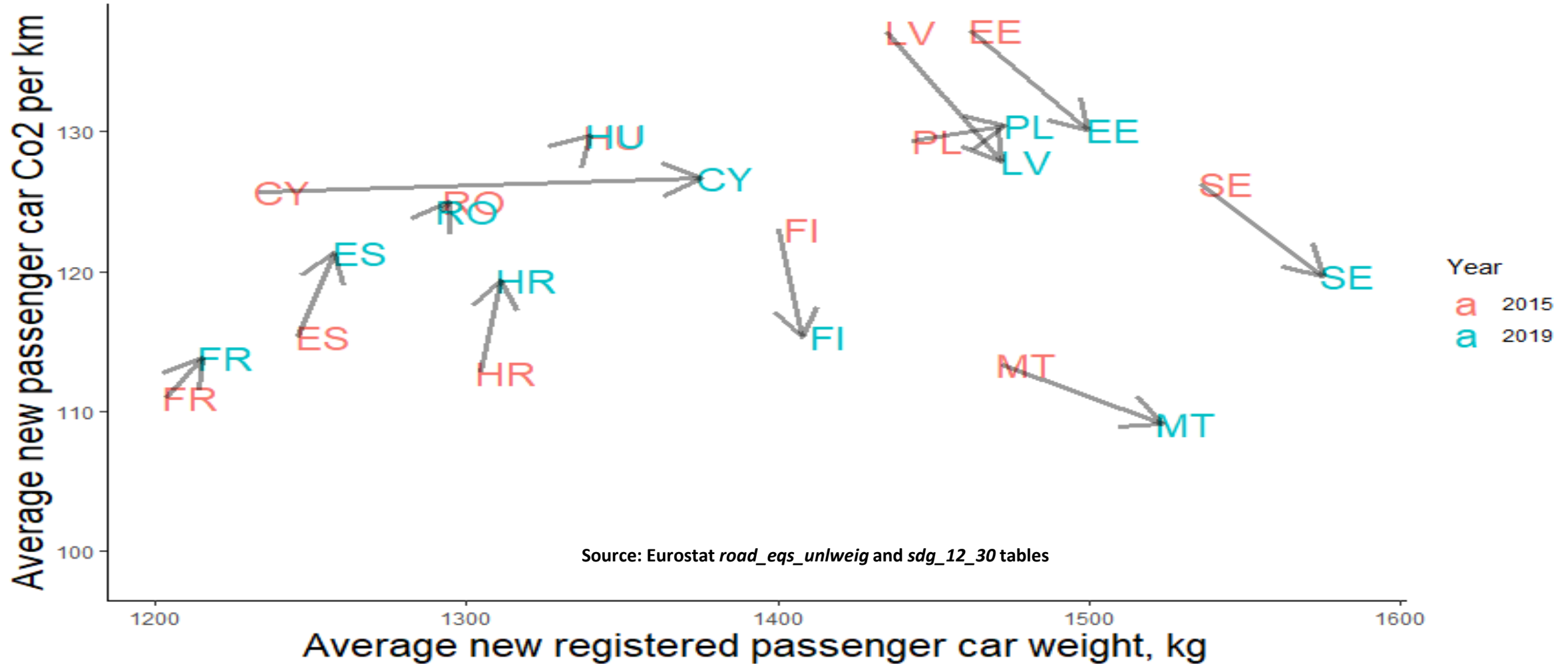
What could we get from travel surveys?

Transport Consumption Expenditure by income quintile



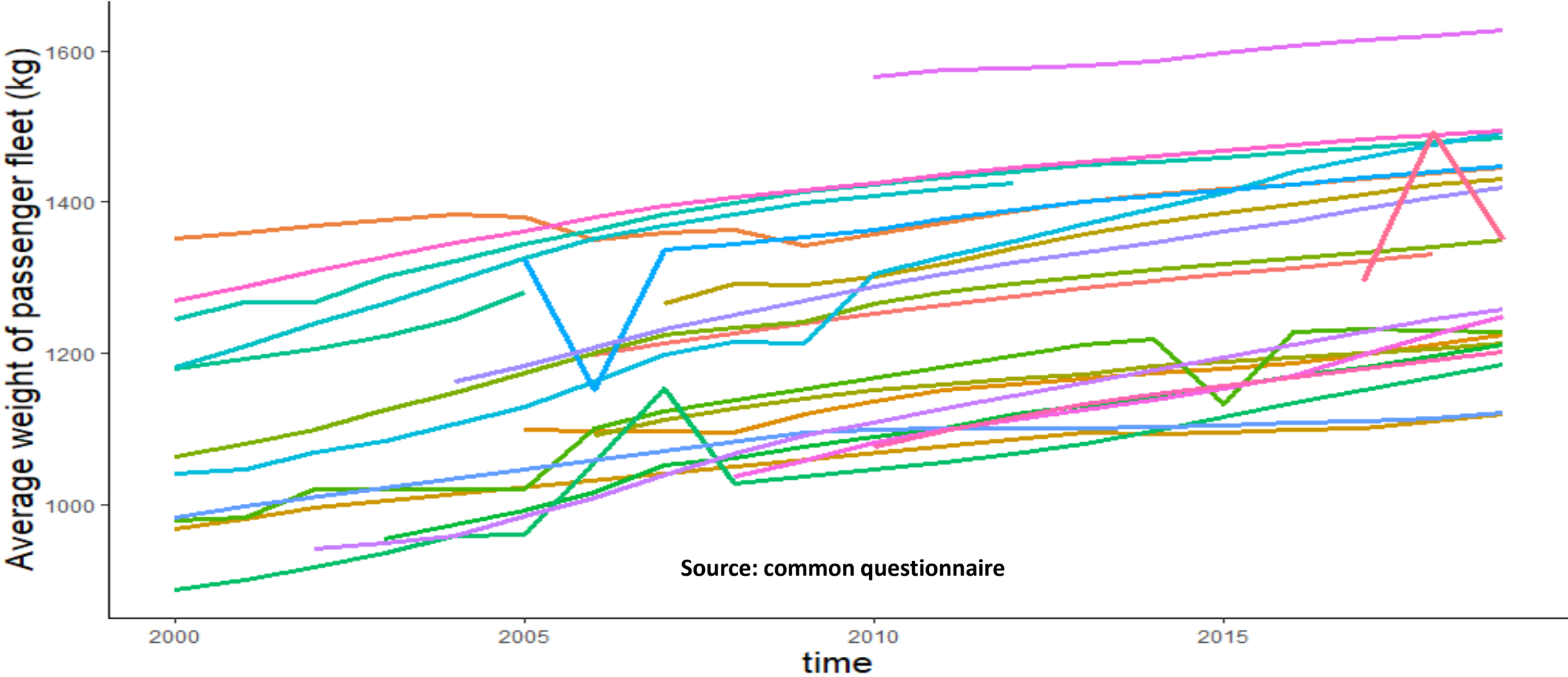
Source: Eurostat *hbs\_str\_t223* tables

# Regional Indicators: vehicle weight as a driver of CO<sub>2</sub>



Source: Eurostat *road\_eqs\_unlweig* and *sdg\_12\_30* tables

# Region Indicators: vehicle weight



Source: common questionnaire

# Further indicators



- Walking and cycling (simple activity levels)?
- Transport access/poverty/affordability?
- Gender splits?
- What does **your** country use to measure “sustainable transport”?



- UNECE will explore data stories (rather than long reports) on transport-relevant SDG indicators for our region.
- Data availability does not need to be perfect, but should cover the diversity of our region.
- Links to national travel survey data sources (time series?) would be helpful.
- More international work on transport indicators is always possible. What does your country want to explore?