Transport-related SDGs: global, regional and national monitoring

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What do you think when you hear Transport and SDGs?
Transport-Related SDGs: Global Level

- 3.6.1. Halving road traffic fatalities by 2030.
- 9.1.1 Proportion of rural population within 2km of all-season road.
- 9.1.2 Passenger and freight volumes.
- 11.2.1 % Urban population w/convenient public transport access.

(But what is missing??)
Existing UNECE Monitoring: Road Safety 3.6

- UNECE Road Safety data collate official statistics from all 56 member States (~100% data availability at top level).
- High data granularity: breakdowns by sex, age, road user, type of accident, time, road condition, light condition etc.
- Biennial publication dedicated to this.
- In ECE region, progress has been made but not enough to meet SDG target.
Country progress remains mixed. Countries close to reaching the target (2010-2019 comparison): Turkmenistan, Belarus, Montenegro, Greece, Norway, Switzerland. Many countries stagnating or going backwards.
Fatality changes by road user*

* Based on 36 available UNECE countries
Existing UNECE Monitoring: 9

- **Indicator 9.1.1**: Proportion of rural population within 2km of all-season road
  - Of less relevance to most UNECE countries (+ data not widely available)

- **Indicator 9.1.2**: Passenger and freight volumes.
  - Open to interpretation. Most useful as a modal split indicator
Passenger Modal Split: COVID impact on public transport still apparent in 2021

% of passenger-km by buses and trains
Every tonne-km transferred from road to rail saves ~1800 kJ of energy, or 132g CO2 (IEA)
20 countries decreased their rail+IWW share of modal split 2017-2021; 8 countries increased.
11.2.1 Urban convenient public transport access.

UNECE does not have access data, but tram and metro data by city show public transport use.
That’s UNECE monitoring of the global indicators...

But what are countries doing at the national level?
Some UNECE countries already use the following:

- Electric vehicle registrations %
- Proportion of population exposed to excessive noise
- Local air quality
- Cost of transport
- Bicycle km per capita
- Independent use of public transport by persons with disabilities
Regional indicators should provide value for sustainable transport monitoring in our region.

They should:
- Have good data availability
- Have a clear relevance.

They do not (necessarily) need to have an explicit target.
Indicators That Provide Context?

EU27 Average CO2 emissions per km from new Passenger Cars

Source: Eurostat SDG_12_30 & road_eqr_unlweigh Tables
Transport SDGs: UNECE-specific indicators proposals

1. % of new registrations that are BEV (include PHEV too?).
   • Complementary indicator: Vehicle weight.

2. Road fatalities by type of road user (focus on vulnerable road users)
Transport SDGs What do we want to do?

- National ownership of SDG process is crucial to success. Let’s showcase national indicators along with the global and regional ones.
- This can include “official” SDG indicators.
- But also:
  - “sustainable transport” indicators
  - “Post-Covid-19” indicators
- Taking indicators from existing frameworks (environment, climate change) recommended
- Indicators to feed in to a UNECE microsite.
Transport SDGs Microsite

Based on your feedback, further regional indicators can be included for the UNECE region.

- Total CO₂ from transport?
- Number of charging points?
You are invited to:

- Comment on the regional indicators proposed for UNECE.
- Share what indicators your country uses for sustainable transport monitoring. We can include in updates on the microsite.

Thank you!

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