



Economic Commission for Europe**Inland Transport Committee****Working Party on Transport Statistics****Seventieth session**

Geneva, 12-14 June 2019

Item 4 (e) of the provisional agenda

Development of a global indicator framework for the Sustainable Development**Goals: Raising awareness of the transport-related Sustainable Development Goals****Transport-related Sustainable Development Goals activities****Note by the secretariat****I. Background**

1. Sustainable transport and mobility are key elements in achieving the Sustainable Development Goals, as the mapping of UNECE Inland Transport Committee activities against the Sustainable Development Goals has shown¹. UNECE's Working Party on Transport Statistics (WP.6) has a well-established collection mechanism for official statistics that can feed into monitoring the transport-related goals, notably through goals 3, 9 and 11. This is reflected in UNECE's role as partner agency for indicators 3.6.1, 9.1.1, 9.1.2 and 11.2.1, and its key role within the Sustainable Mobility for All initiative.

II. SDG papers

2. Given the complexity of the task of monitoring indicators across many goals, and with interest in indicators ideally being broken down by gender, urban/rural, focus on vulnerable people etc. (in line with the 2030 development agenda theme of leaving no-one behind), the secretariat has begun to publish a series of short articles on how existing transport statistics disseminated by the UNECE can be used to directly monitor transport-related SDG progress, and how these data can provide insights into progress on many other goals. These papers each provide key messages based on the reported data, the overall data availability, detailed analyses of indicators and the overall relevance to the SDGs. The papers published so far are as follows:

A. Road safety and the SDGs

3. This paper explores differences across ECE member States in terms of road fatalities, with further analyses on the gender split, breakdown by age, focus on vulnerable road users and the relationships between road safety performance and motorization, road traffic levels

¹ <https://www.unece.org/trans/transport-and-the-sustainable-development-goals.html>

etc. These data are all directly relevant for measuring Sustainable Development Goal indicator 3.6.1.

B. Bus statistics and the SDGs

4. This paper shows the differences in levels of bus use between ECE countries, with the urban/rural split compared, in addition to how bus passenger-km contrast with rail passenger-km. Improving the comparability of bus data remains a challenge, in particular delineating regular versus occasional transport, and harmonizing definitions of urban journeys. Nevertheless, these bus data are relevant to monitoring Sustainable Development Goal indicator 11.2.1, on access to convenient urban public transport.

C. Freight statistics and the SDGs

5. The goal of this paper is to highlight the differing modal splits of goods transport between countries, and also consider the relationship between total tonne-km and economic indicators like GDP. The data are directly relevant to measuring Sustainable Development Goal indicator 9.1.2, in addition to having useful insights into sustainable energy use (Sustainable Development Goal 7) and road safety (Sustainable Development Goal 3).

D. Vehicle fleet age and the SDGs

6. The latest paper in the series analyses the changes in vehicle fleet average age over time, and how this varies compared with GDP. Vehicle age is important not only for road safety reasons, but also for pollution and climatic reasons, hence impacts upon Goals 3 and 7.

III. Future work

7. The secretariat will continue to work to improve its data dissemination and review its methods to find areas for improvement. The Working Party is requested to provide any suggestions for future improvements to the papers, on whether they should be updated annually, and on future topics to cover.
