Let's Improve Reporting of SDG 9.1.2

Alex Blackburn, UNECE

INLAND TRANSPORT COMMITTEE

UNECE

Overview

- Reporting on 9.1.2 at the Global Level.
- Monitoring 9.1.2 at the Regional and National Level.
- Importance of including transport in the 2030 Development Agenda.
- Activities to improve national, regional and global reporting.

UNECE

Goal 9 Resilient infrastructure, sustainable industrialization

- *"Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on **affordable** and **equitable** access for all."*
- Indicator 9.1.2: "passenger and freight volumes, by mode of transport"
- Custodian Agencies: ICAO and ITF; Partner agencies: UNECE, UNEP, UPU
- Tier 1 Indicator

UNECE

SDG 9.1.2 (Tier 1 Indicator)

INLAND TRANSPORT COMMITTEE

2017: data in the SDG global database covered aviation.

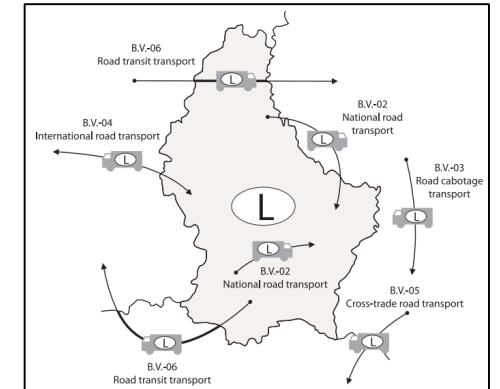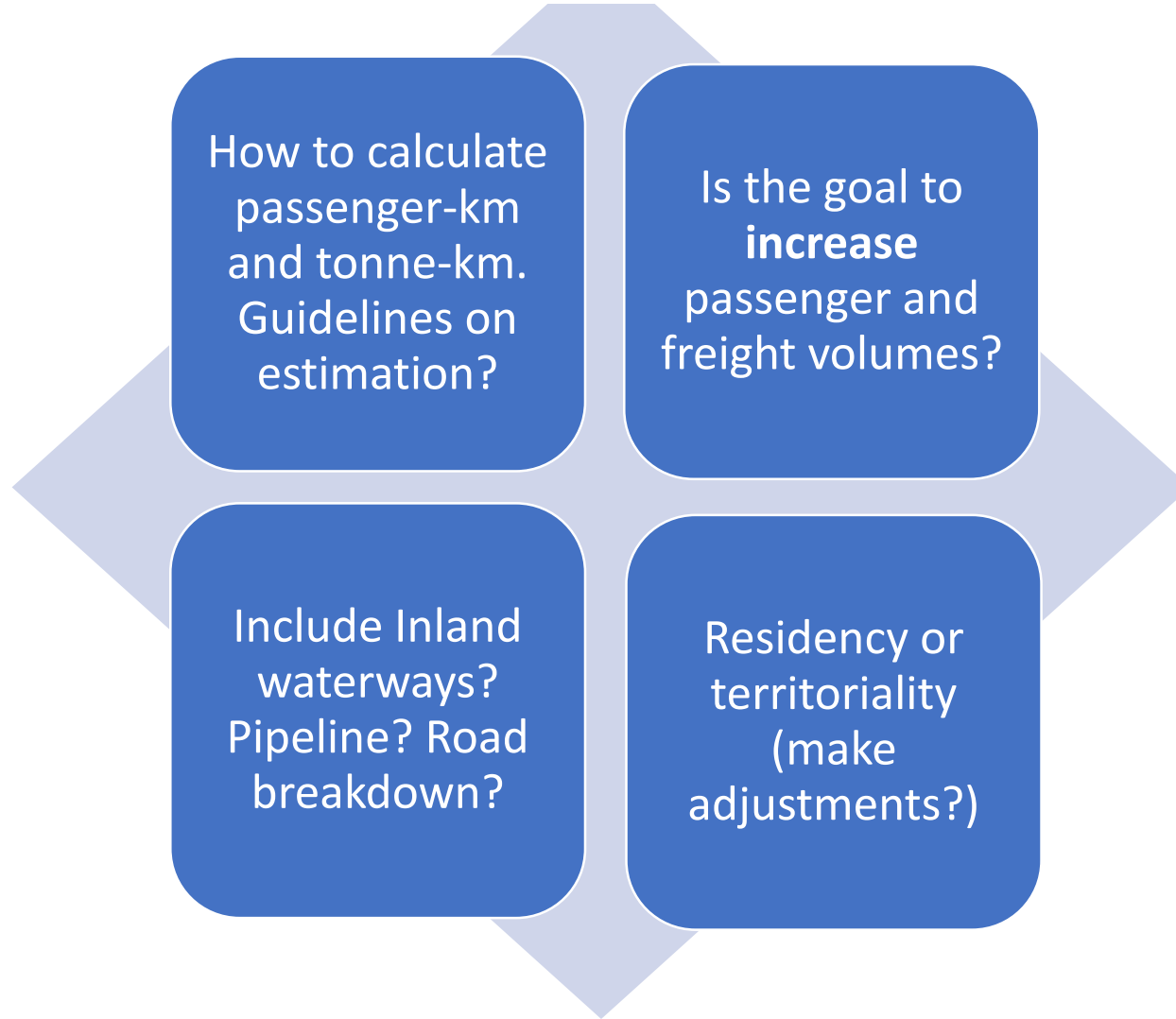**2018:** global road and rail added from the ITF model.

2019 (planned): official statistics used for road and rail from ITF and UNECE. +Better metadata.

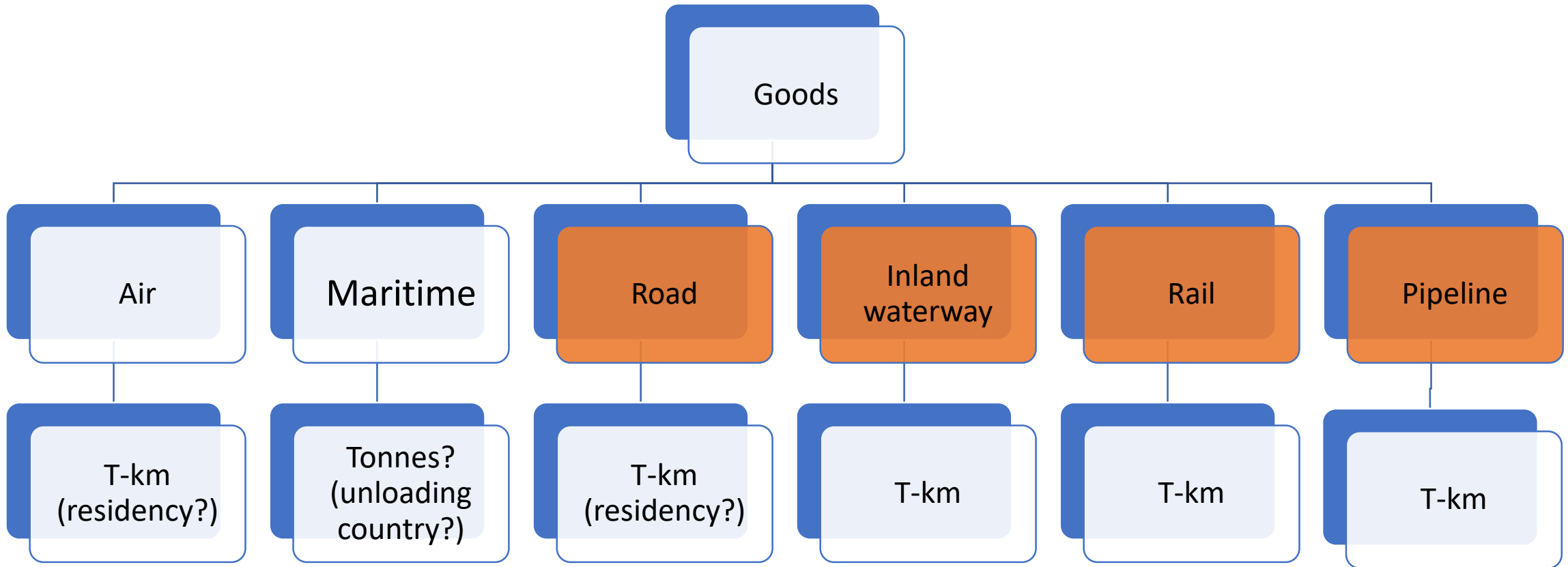**2020 onwards:** Continuing data collaboration between agencies.

+ Better compilation guidance??

UNECE

Reporting 9.1.2: Guidance needed

INLAND TRANSPORT COMMITTEE

How to calculate passenger-km and tonne-km. Guidelines on estimation?

Is the goal to **increase** passenger and freight volumes?

Include Inland waterways? Pipeline? Road breakdown?

Residency or territoriality (make adjustments?)

UNECE

5

Reporting 9.1.2: Guidance needed

Goods

- Air
  - T-km (residency?)
- Maritime
  - Tonnes? (unloading country?)
- Road
  - T-km (residency?)
- Inland waterway
  - T-km
- Rail
  - T-km
- Pipeline
  - T-km

Freight: are inland modes comparable with maritime and aviation?
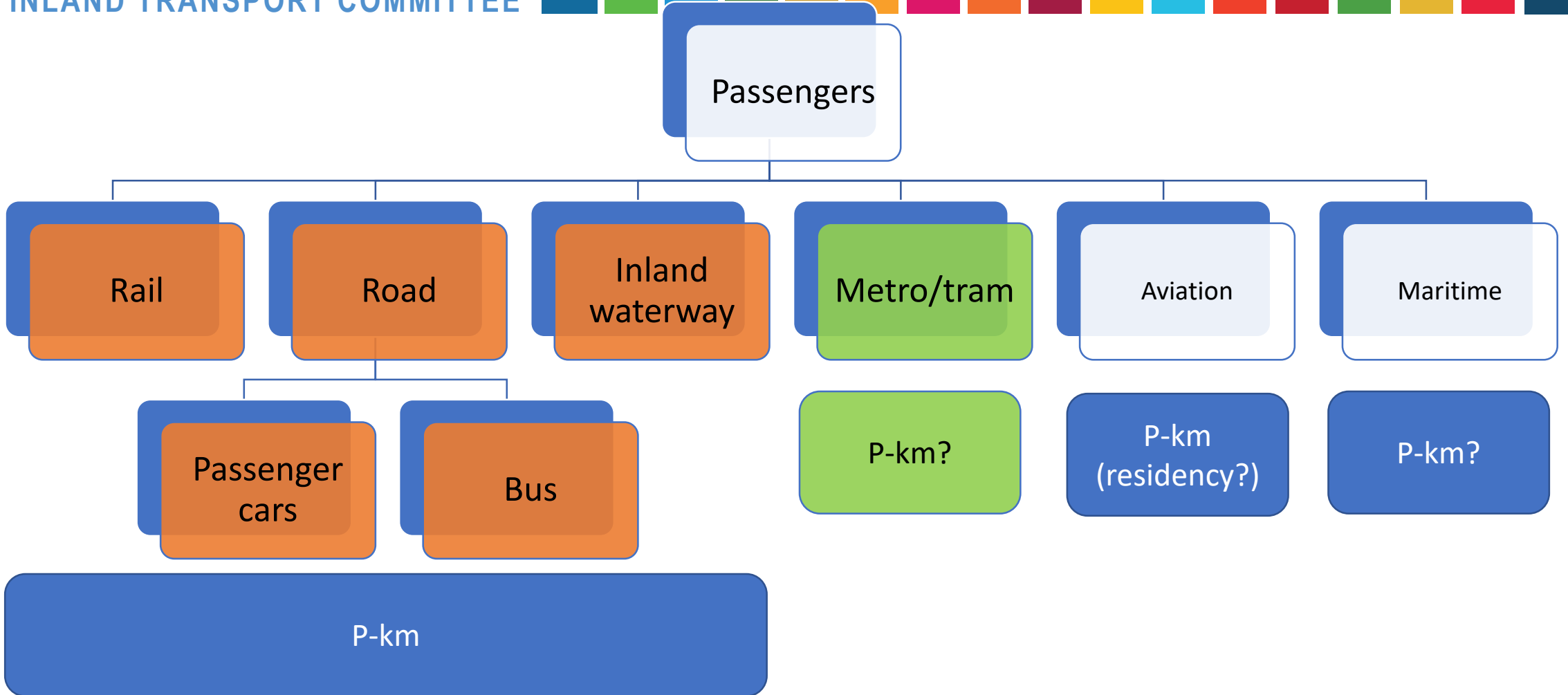
- Issue of how to allocate the journey (like emissions inventories): place of residence, to the sender, receiver, a split?

- Does summing or comparing aviation & maritime data with inland modes make analytical sense? Maritime tkm may dominate (not necessarily an indicator of resilient infrastructure).

- Tracking inland, maritime, aviation separately might be more logical.

UNECE

Reporting 9.1.2: Guidance needed

Passengers

- Rail
- Road
  - Passenger cars
  - Bus
- Inland waterway
- Metro/tram
  - P-km?
- Aviation
  - P-km (residency?)
- Maritime
  - P-km?

P-km

UNECE

Passengers: Is "road" a transport mode?

1pkm   =   1pkm   =   1pkm?

Affordable and **equitable**?

Global level: What could be Better?

- Provision of inland data for non-UNECE/ITF/EU countries. Who has a mandate and the data for this?

- Use of official statistics wherever possible.

- Advice on collection.

- Estimation (car pkm ≈ car vehicle-km ×1.6.)

- Proxies (tonnes not tonne-km, passengers not p-km)?

Better metadata

- Fringe benefit: could become international modal split compilation standard, currently lacking.

UNECE

9.1.2 at Regional Level

- Reminder: SDGs are to monitor progress at the global level, but to be implemented at the national level.

- That means that indicators need to monitor global progress, but they must also recognize different national realities.

- Regional and national lists of **additional indicators** are therefore possible, to take account of regional and national circumstances.

UNECE

9.1.2 at Regional & National Level

- At a global level an increase in passenger and freight volumes *could* be considered a good thing.
  - More passengers shows more access to jobs, education, services
  - Increased freight volumes indicates more trade and access to goods.

- Is this true for all UNECE countries?

- Is the method of transport irrelevant? Do we want to consider different modes' footprints? **Safety, emissions, pollutants, health, noise, cost, time/congestion?**

- SDG9 measures resilient infrastructure. Do we want to measure "sustainable transport" too?

National Reporting Platforms

https://statswiki.unece.org/display/SFSDG/Country+national+reporting+platforms.

Aside on 9.1.1

- Indicator 9.1.1: "proportion of rural population within 2km of an all-season road."

- Relevant to more developed countries?

- 9.1.1 has data reported on 5 (known) NRPs.

  - Belarus   99.98%
  - Denmark   100% ("there is none, or almost none…")
  - Finland   100%
  - Mexico   97.7% (but some regions as low as 88.8%)
  - United Kingdom   100% ([see paper](#))

- Possibly an example of where National strategies and NRPs could focus on **national** transport/infrastructure concerns, through regional or national additional indicators.

9.1.2 in NRPs: Passengers

- 7 countries measure passenger numbers, 7 measure PKM.

- 7 countries show "complete" modal split (including maritime and aviation); 3 only show inland transport; 2 show only public transport; one shows only aviation.

- Road transport sometimes separated, sometimes not.

- Additional national indicators: measures of congestion (Belgium, Switzerland).
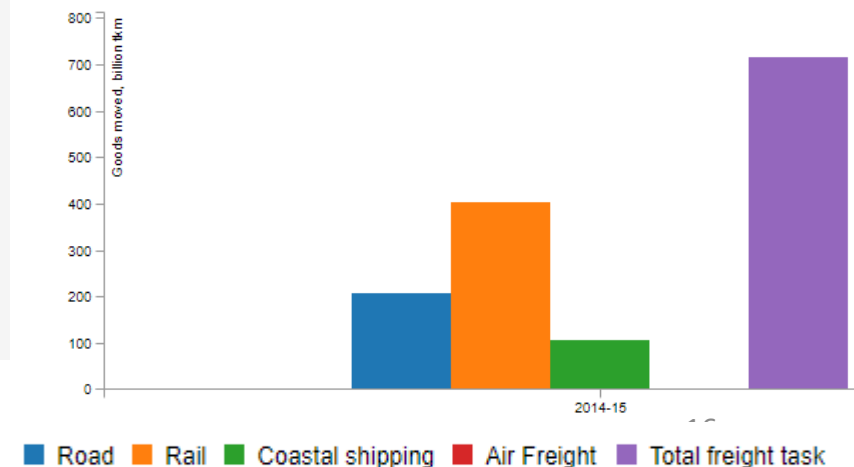
INLAND TRANSPORT COMMITTEE

- 7 countries measure tonnes, 9 measure TKM.

- 7 countries show "Complete" modal split (including maritime and aviation); 8 only show inland transport; one shows only aviation.

- Pipeline sometimes included (not always clear.)

- Not clear if "air" and "water" includes domestic or everything.

- Additional national indicators: measures of congestion (Belgium, Switzerland)

Australia example

Freight task by mode

Goods moved, billion tk.m

2014-15

■ Road ■ Rail ■ Coastal shipping ■ Air Freight ■ Total freight task

UNECE

Importance of Transport within the SDGs

Why should I care what data are used to measure transport in the SDG Global database?

➢The SDG indicator framework is the principal international tool for tracking progress to 2030, and the driver for policy developments.

➢Having relevant and well-defined transport indicators included is essential to have transport considered in future sustainable development policy .

➢Transport is interwoven to other SDG topics (trade, energy, access to education, good jobs, pollution, emissions…)

➢Reminder: SDGs will be implemented on the country level.

➢Modal split guidance at the international level would be an added extra.

UNECE

What Can Be Done?

- As specified in the 2030 Development Agenda, regional and national circumstances should be taken account of when monitoring the SDGs.

- **First step: Collection of Country Practices and National Indicators.**

- Recommendations on inland compilation of SDG 9.1.2?

- Guidelines on supplementary indicators or data disaggregation?

- Note the E.U. approach[1]:

[1] https://ec.europa.eu/eurostat/web/products-statistical-books/-/KS-01-18-656

Sustainable transport		
Share of buses and trains in total passenger transport	↘	↗
Share of rail and inland waterways activity in total freight transport	↘ (2)	↓
⊙ Average CO_2 emissions per km from new passenger cars (*)	↗ (3)	↗

UNECE

18

Possible Timeline

June-October 2019: collate country practices and opinions on how to improve 9.1.2 in national reporting.

October 2019-March 2020: Remote collaboration and discussion, circulate draft guidance.

Before WP.6 2020: Informally publish draft guidance, seek feedback.

2020 and later: refine as necessary based on feedback and member State need.

UNECE

Conclusion

Global Level

- UNECE will continue to support 9.1.2 measurement with inland data from official statistics.
- Better metadata/**reporting guidelines** needed. Country input sought.
- This could become international modal split compilation guidance.
- IAEG-SDG members can encourage better data reporting on this indicator.

Regional and National Level

- At a minimum, country practices can be collated, compared and shared (UNECE wiki can be used).
- If there is a recognized need, UNECE can facilitate country collaboration to **provide better guidance** or recommendations for national indicator compilation.
- Indicators focused on ECE region could be explored.
- Explore linkages with other SDG indicators, relating to road safety, pollution, health, energy etc.

Thank you!