



Economic Commission for Europe**Inland Transport Committee****Working Party on Transport Statistics****Seventy-first session**

Geneva, 17-19 June 2020

Item 4 (c) of the provisional agenda

Development of a global indicator framework for the Sustainable**Development Goals: Data collection and monitoring of indicator 9.1.2****Improving Data Provision for Sustainable Development Goal Indicator 9.1.2****Note by the secretariat****I. Background**

1. This document follows on from last year's document (ECE/TRANS/WP.6/2019/1) in showing how the secretariat proposes to proceed with monitoring Sustainable Development Goal indicator 9.1.2, on passenger and freight volumes by mode of transport. It has been recognized that this indicator lacks methodological guidance, despite being classified as a Tier 1 indicator by the Inter-Agency and Expert Group on Sustainable Development Goal indicators (IAEG-SDG).

Documentation

ECE/TRANS/WP.6/2019/1

II. Draft Framework

2. After the seventieth session of the Working Party in 2019, the secretariat sent out a call to all transport statistics contacts to send information on how this indicator had been interpreted in their country, either in Voluntary National Reviews, on National Reporting Platforms or other outputs concerning the Sustainable Development Goal indicators. With these results, the secretariat produced a wiki page detailing the interpretation of each country, together with a few international organisations including the United Nations Conference on Trade and Development (UNCTAD) and the European Commission. All of these responses, together with a few known examples of the indicator being measured, were put on the wiki of the Statistics Division of UNECE¹.

3. The results of this collection exercise showed that virtually every country or organization was interpreting the indicator in a different way. Countries vary in the transport modes that they include: sometimes aviation and maritime are included, sometimes just

¹ <https://statswiki.unece.org/display/CESI9/Country+experiences+of+SDG+Indicator+9.1.2+Home>

inland modes, with or without pipeline; units (tonnes versus tonne-km, passenger numbers versus passenger-km) vary as well; and even on whether this indicator has an implied target direction of travel or a success criterion.

4. It is of course acceptable, indeed encouraged, for countries to find ways to monitor the 2030 Sustainable Development Agenda in ways that are appropriate for their own circumstances. Yet this very wide range of differences, and typical lack of success criterion, seems to highlight that more can be done to standardize the monitoring process, and assist countries in their efforts.

5. After noting these differences, the secretariat recognized the fact that more guidance may be beneficial to member States, and sent out a draft structure of what a future framework document could look like in September 2019. Based on comments from member States on this, in November and December 2019 the secretariat drafted the full document. This draft is provided as document ECE/TRANS/WP.6/2020/2.

6. The framework document is not a prescriptive set of recommendations. It instead recognises that member States may benefit from having various issues to consider when monitoring transport modal split all in one document, in addition to the wiki which shows monitoring methods by other member States.

Documentation

ECE/TRANS/WP.6/2019/2

III. Future

7. The Working Party is encouraged to provide any further comments on the draft framework, and consider its endorsement as a guidance document for countries to monitor indicator 9.1.2. Member States are also encouraged to use this agenda item as an opportunity to discuss further cooperation on measuring modal split, by sharing views on the different policy issues that modal split analyses can help to address, such as environmental, energy, health and accessibility questions.

8. The share of different modes in how goods and people are moved around countries is one of the main reasons to produce transport statistics for the different transport modes; comparing the modes against each other allows an understanding of their relative importance on a national level. Yet these issues are perhaps not discussed at an international level as much as they could be. The Working Party could consider this as a substantive area for cooperation in the future. These issues will also be discussed under agenda item 7: interlinkages of transport statistics with other domains.
