Working Party on Transport Statistics

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Item 5 of the provisional agenda
Development of a global indicator framework for the SDGs

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Note by the secretariat

After the first Inter-agency and Expert Group on SDG Indicators (IAEG-SDGs) meeting on 1-2 June 2015, UNSD put together a consolidated list of indicators proposed on the basis of three criteria (feasibility, suitability and relevance). Based on this round of consultations, UNSD prepared an updated list of proposals.

For each suggested indicator the Secretariat evaluated its stage of development according to a three tier system based on the information provided by the relevant entities: a first tier for which an established methodology exists and data are already widely available; a second tier for which a methodology has been established but for which data are not easily available; and a third for which an internationally agreed methodology has not yet been developed.

However, not all global indicators will be equally relevant for all regions. Therefore, we can expect that regions and countries will complement the global list with indicators that take into account regional and national priorities.

In ECE region we have a good basis for that using the Conference of European Statisticians Recommendations for measuring sustainable development.

The table below presents 4 SDG Indicators (in blue) that are relevant for the transport industry. It also included other indicators identified during the discussions.

Contributor Name	Specification	Source	Entity *Priority*
Target 3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents			
Suggested Indicator	Number of road traffic fatal injury deaths per 100 000 population (age-standardized)	CRVS, household surveys, administrative records	WHO and UN Road Safety Collaboration data collation data - all countries; global database available; annual updating, regular global report
Indicator 3.6.1 Number of deaths due to road traffic accidents (AAA)			
Target 7.3 By 2030, double the global rate of improvement in energy efficiency			
Indicator 7.3.2 Composite Energy Efficiency Improvement Index built up of sub-indicators measuring transport energy efficiency, industrial energy efficiency, power generation energy efficiency, buildings energy efficiency and agricultural energy efficiency (CBA)			
IFAD		The transport sector is a major user of fossil fuels, and a major emitter of greenhouse gasses.	
UPU	The Index built up of subindicators measuring **average fuel economy of vehicles in litres per 100 kilometre**, energy efficiency, industrial energy efficiency, power generation energy efficiency, buildings energy efficiency and agricultural energy efficiency]	It produces a Annual Carbon Inventor for the postal operators of its 192 member countries.	The Global Fuel Economy Initiative keeps track of this and publishes a report every 2 years. http://www.fiafoundation.org/our work/global-fuel-economy-initiative/aboutgfei
WB	["Fuel Economy on New Light Duty Vehicles"] is available for major countries, regions and the globe	IEA	IEA
Target 9.1 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			
WB	New Indicator Suggested: [Logistics Performance Index]	Surveys	World Bank - Data available for most countries
Indicator 9.1.2 Transport by air, road and rail (millions of passengers and ton-km and % population with access to all season road) (BAA)			
UNIDO	Proposed new indicator [Percentage of paved road in total]	Administrative data from national sources	World Bank/UNIDO (data not available for international reporting)

Target 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons

UNHABITAT	Indicator 11.2.1 Percentage of people living within 0.5 km of public transit	Administrative city information and private/public transport companies. Community-based information	Potential lead Agency UN-Habitat. Data is not yet available.
UNHABITAT	Indicator 11.2.2 Km of high capacity (BRT, light rail, metro) public transport per person for cities with more than 500,000 inhabitants (CBB)	Map of the city. Administrative city information and private/public transport companies. Community-based information	Potential lead Agency UN-Habitat - City Prosperity Initiative is already collecting this indicator in 320 cities
WB	[Share of jobs in the metropolitan area an 'average' household can access within 60/75 minutes without a private car i.e. using walking, cycling and public transport.]	Measurable through GIS based on Open Data	World Bank - Data is currently available for an expanding set of cities
WB	[Proportion of income spent by urban families on transport to reach employment, education, health and community services.]	Household surveys	Data exists for some major cities , but not all cities have yet systematically collected relevant data