Let’s Improve Reporting of SDG 9.1.2

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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.
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
SDG 9.1.2 (Tier 1 Indicator)

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??
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?)

Reporting 9.1.2: Guidance needed
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- 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?

**INLAND TRANSPORT COMMITTEE**

• 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.
Reporting 9.1.2: Guidance needed

INLAND TRANSPORT COMMITTEE

Passengers

Rail
Road
Inland waterway
Metro/tram
Aviation
Maritime

Passenger cars
Bus
P-km?
P-km?
P-km (residency?)
P-km?
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)?
- Fringe benefit: could become international modal split compilation standard, currently lacking.

Better metadata
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.
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

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.
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).
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)
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.
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. approach¹:

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What Can Be Done?
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.
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!