



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

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Data collection and monitoring of indicator 9.1.2**Using Official Statistics for Monitoring Indicator 9.1.2.****Note by the secretariat****I. Background**

1. This chapter encourages the use of official statistics in monitoring both global and national indicators, but also considers how national statistical offices can adapt when official statistics (as defined by the member State, following the Fundamental Principles of Official Statistics¹) are not available.

II. Global Indicators

2. The Conference of European Statisticians Roadmap for Statistics for SDGs² firstly recognizes that the compilation of global indicators will be based to the greatest extent possible on comparable and standardized national official statistics provided by countries to the international statistical system. Secondly, it notes that when other sources and methodologies are used, these will be reviewed and agreed by national statistical authorities and presented in a transparent manner. Applying this to indicator 9.1.2, this means that passenger-km and tonne-km that are designated national official statistics are obviously the default option to provide to the international statistical system.

3. When these data are not available as official statistics, the national statistical office may consider the use of other available statistics, even if they are not official statistics, if they are compiled in accordance with the Fundamental Principles of Official Statistics. The national statistical office may also consider the use of other data to compile the official statistics, if they can again ensure an acceptable level of data quality. For example, in some countries that do not produce road passenger-km official statistics, these data may nevertheless be available either as non-official statistics, or estimates produced by other government agencies for their own needs.

¹ https://unstats.un.org/unsd/dnss/hb/E-fundamental%20principles_A4-WEB.pdf

² <https://www.unece.org/index.php?id=47510>

4. Some countries collect or estimate these values as an important input into environmental and energy related transport indicators, with data produced by a competent line ministry or modelled by a government department, for example. Not carrying the label of official statistics in this case should not stop the statistics office from collating the data and submitting them to the international system. This is consistent with the Conference of European Statisticians Declaration on the role of national statistical offices in measuring and monitoring the Sustainable Development Goals (ECE/CES/89/Add.1), as well as the General Assembly Resolution on the Work of the Statistical Commission pertaining to the 2030 Agenda for Sustainable Development (A/RES/71/313). A relevant example of this is Austria, where the Austrian Environment Agency calculates passenger-km for several modes in connection with the assessment of air pollutants and greenhouse gases. Thus, while these are not certified as official statistics, they would be an obvious data source to use for international reporting.

III. National Indicators

5. The same approach applies to measuring any national indicator interpretations of 9.1.2. Non-official statistics or data, when considered to be good quality from a national source, can be certified by the national statistical office of being good quality and used for monitoring. Official statistics proxies at the national level may be used as well, and these are already discussed in chapters 5 and 6 of the guidance document submitted by the Netherlands (ECE/TRANS/WP.6/2020/2).
