



UNECE



**COVID-19
RESPONSE**

New Mobility Indicators, and tracking COVID-19 with Short-term Statistics

Alex Blackburn

Secretary, Working Party on Transport Statistics (WP.6)



COVID19 transport impact

Huge interest in how transport has changed under lockdown conditions. Reasons:

DC: Record improvements in air quality, CO₂, noise, road safety: a unique opportunity to rethink mobility in cities?

AC: Public transport down, car use up (with a few more bikes)?

Our official statistics have data available up to 2018...

New data sources

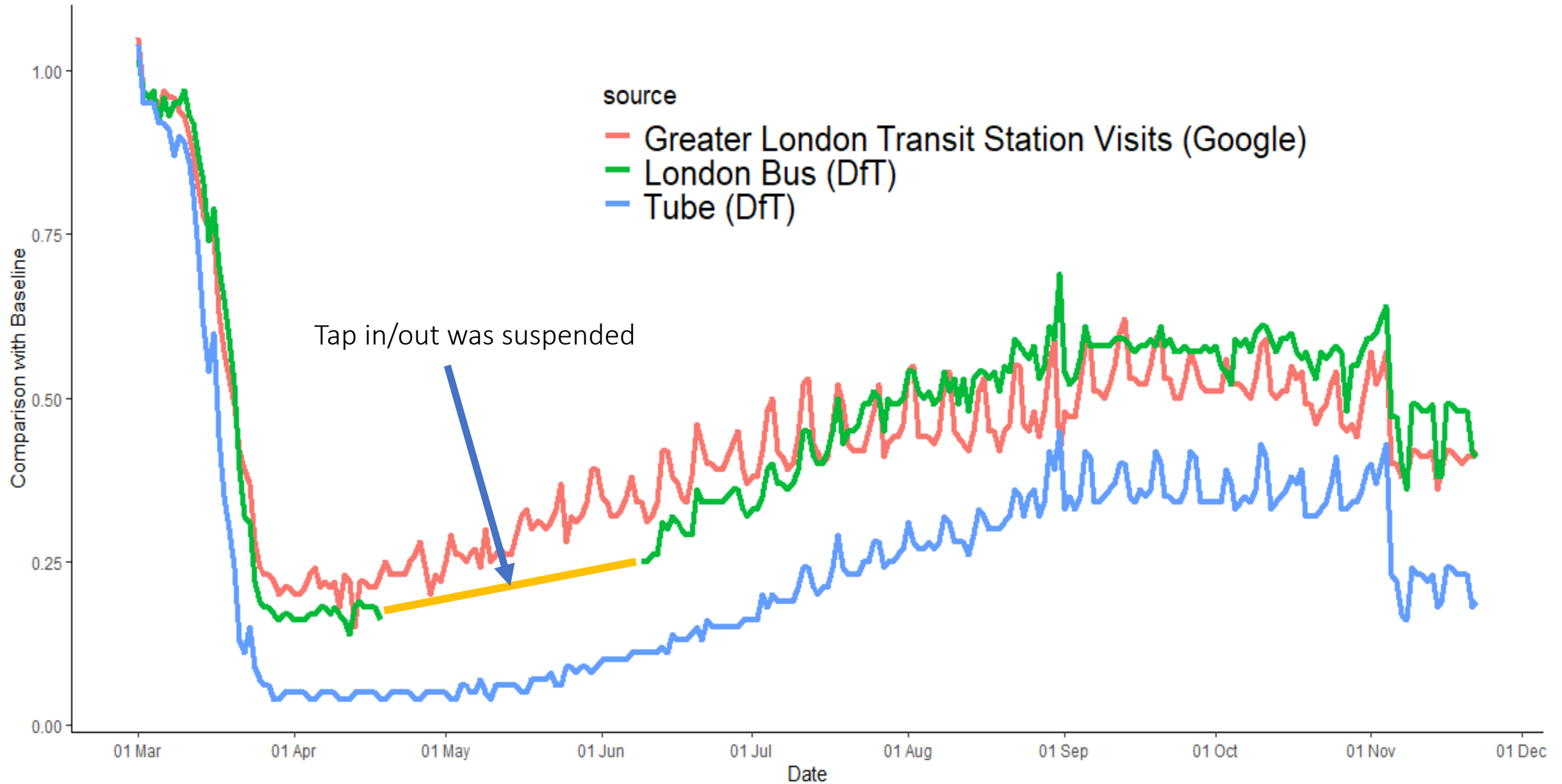
Google, Tomtom, Apple, phone (MNO) data

Sometimes unclear concepts: measuring congestion (≠traffic), footfall at transit stops, journey searches etc.

Really interesting data sources, but big questions about scope, completeness, sustainability.



Comparing Data Sources



So we collated all official(ish) statistics that we could find

- To maintain relevance, we wanted quick data from **official sources** on a fast evolving situation. This included provisional data and experimental statistics.
- An emergency questionnaire would not have been popular...
- Most data from NSOs, but also from Ministries of transport, police forces etc. Data collated and published at <https://wiki.unece.org/display/DSOCIOT/Data+Sources+on+Coronavirus+impact+on+transport>.
- Found some interesting proxies. E.g. Irish traffic camera fines for monitoring traffic speeds.



Data Sources on Coronavirus impact on transport

Created by Hakan VOLKAN, last modified by Heini Amanda SALONEN on 04 Jun, 2020

This page collates data sources for all inland transport modes (including public transport, road and rail network traffic, inland freight transport, vehicle registrations, road safety) as well as maritime and/or port traffic, produced on a short-term basis that give insights into the Coronavirus impact on transport systems. Most sources come from UNECE member State official sources.

See the [blog page](#) for some interesting examples, updated as data become available. Last updated on 19 May.

Did we miss any sources? Please send us an [email](#).

[A](#) [B](#) [C](#) [D](#) [E](#) [F](#) [G](#) [H](#) [I](#) [K](#) [L](#) [M](#) [N](#) [P](#) [R](#) [S](#) [T](#) [U](#) [Other information](#)



COVID-19 RESPONSE



En France, celle-ci a chuté de 40%. 40% seulement si j'ose dire, car je m'attendais à ce que les chiffres soient encore meilleurs tant les déplacements en véhicule individuel ont été très réduits.

Jean Todt, UN Special Envoy for Road Safety



The Executive Secretary's Blog

Time to rethink the way we work and travel

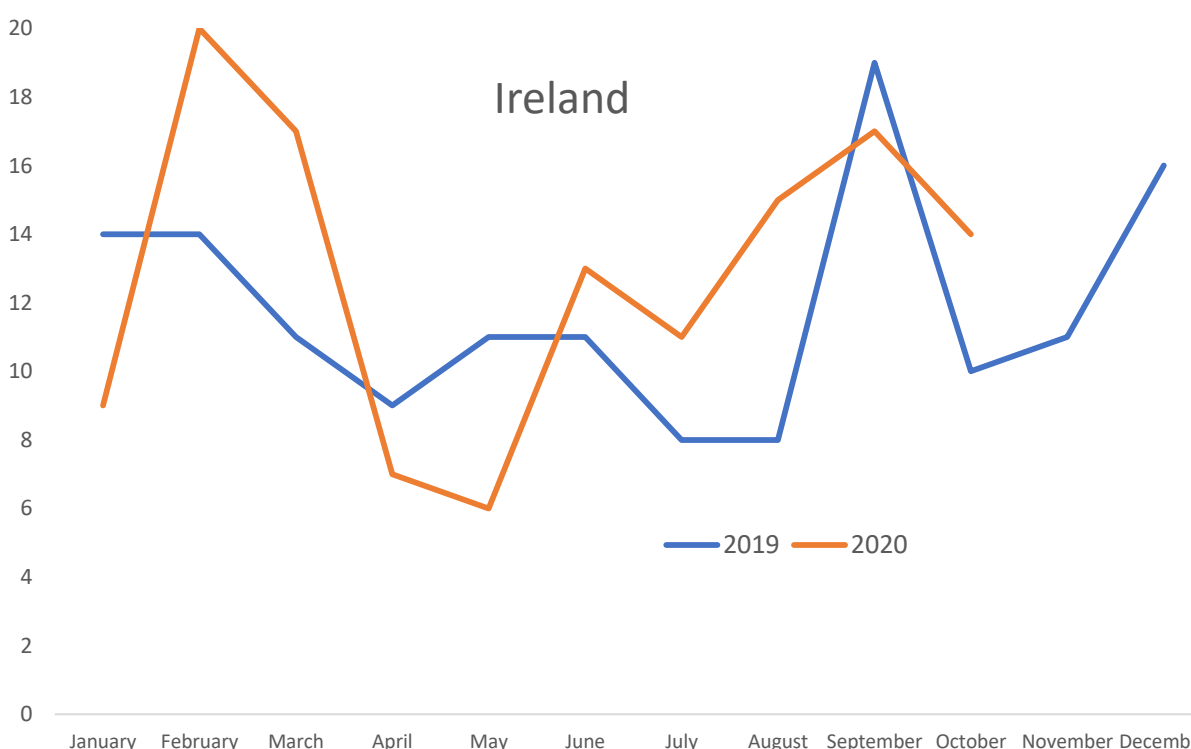
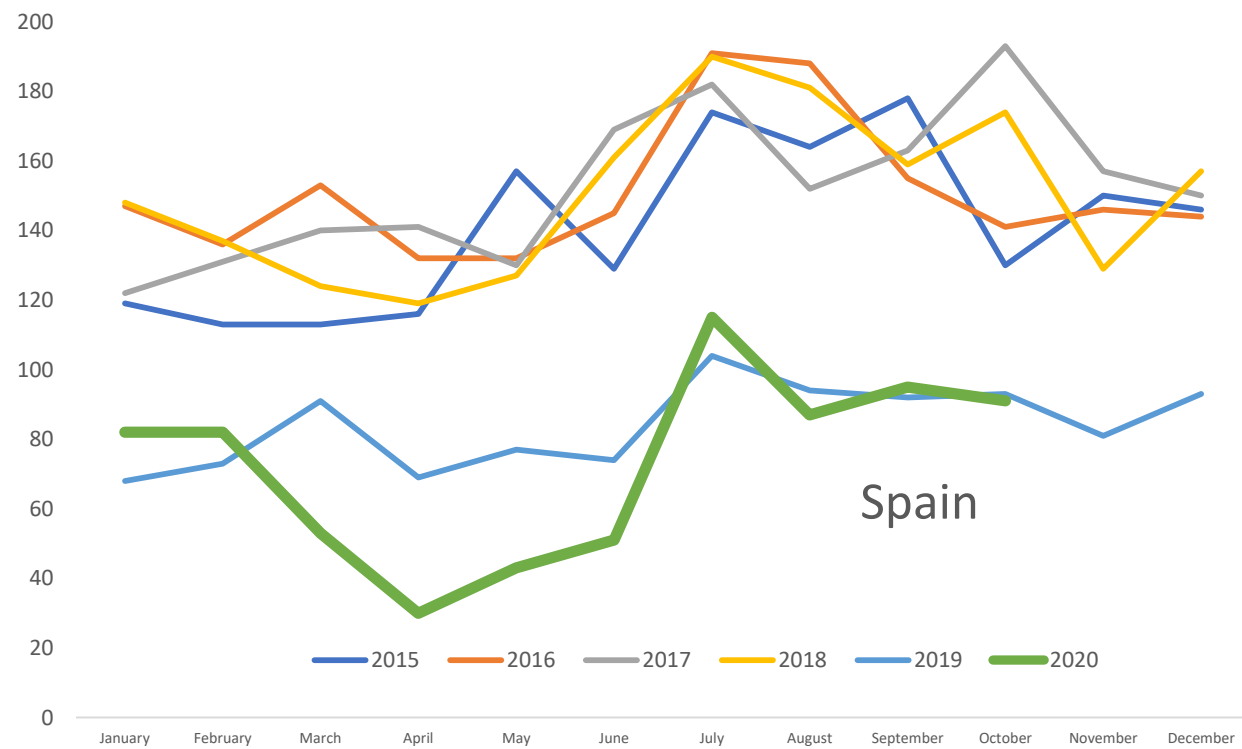
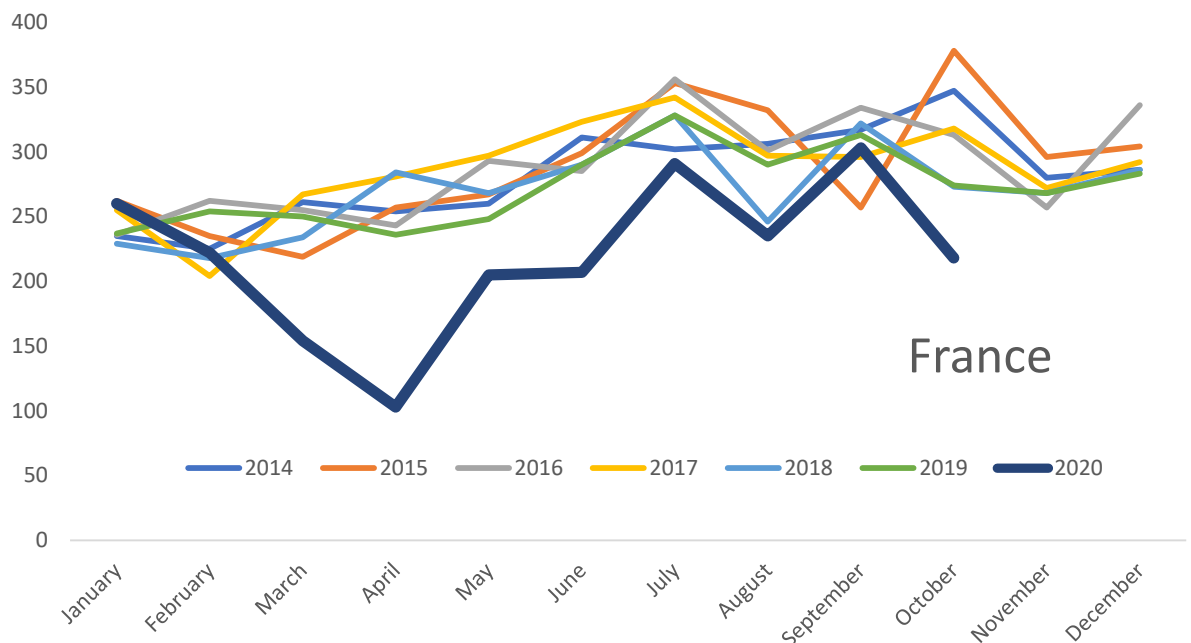
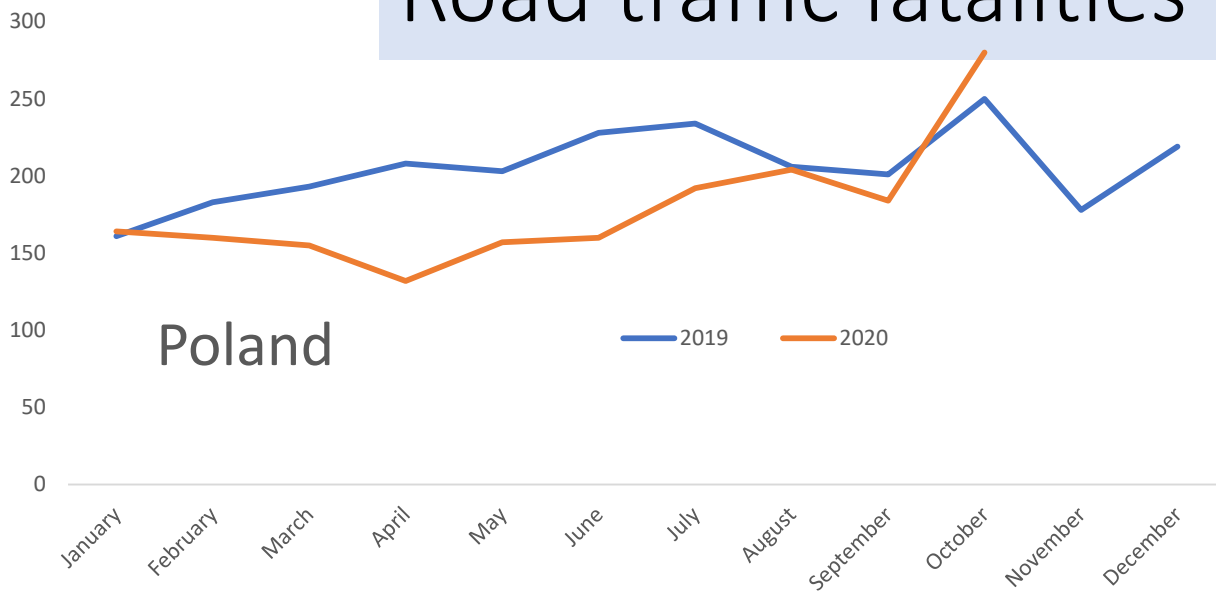


emissions. The global slowdown has also offered welcome respite to pressured ecosystems. For road safety, March 2020 saw a year-on-year reduction in road deaths of around 40% in France and Sweden, and 56% for New York City.

Olga Algayerova, UNECE Executive Secretary



Road traffic fatalities



UNECE and ITF Mobility Meetings

- Big data sources were being used before COVID-19, but have been radically accelerated this year.
- ITF and UNECE agreed to create a forum for sharing best practices. First webinar in September brought together 14 countries.
- Find the presentations here:
<https://wiki.unece.org/pages/viewpage.action?pageId=109352183>
- Next webinar planned 26th January 2021. **New participants welcome.**

