FACILITY FOR EUROMED DIALOGUE AND EXCHANGE OF BEST PRACTICES

MEDSTAT IV

Europeaid/136489/DH/SER/MULTI – Lot 1

AITRS/ESCWA Regional Workshop on Transport statistics and related SDGs indicators

Session on Transport-related sustainable development indicators

Transport and Sustainable Development in the Mediterranean Countries: challenges met in the production of transport-related indicators and results reached

Beirut, 16 September 2019

Thierry COULET

Key Expert, Energy and Transport Statistics, MEDSTAT IV
CONTENT

- Indicators in focus
- Overall picture of answers
- Major problems faced
- The regional publication on « Energy, Transport and Sustainable Development in the Mediterranean Countries »
**INDICATORS IN FOCUS**

3.6.1. Death rate due to road traffic injury (number or %) (Tier 1)

9.1.1. Proportion of the rural population who live within 2 km of an all-season road (%) (Tier 2)

9.1.2. Passenger transport volumes, by mode of transport (Tier 1)

- **Volume of domestic railway passenger transport in pkm**
- **Volume of domestic road passenger transport in pkm**
- **Volume of air passenger transport (number of arrivals and departures at national airports)**
- **Volume of maritime passenger transport (number of arrivals and departures at national ports)**

9.1.2. Freight transport volumes, by mode of transport (Tier 1)

- **Volume of domestic railway freight transport in tkm**
- **Volume of domestic road freight transport in tkm**
- **Volume of air freight transport (volume of freight loaded and unloaded at national airports in tonnes)**
- **Volume of maritime freight transport (volume of freight loaded and unloaded at national ports in tonnes)**

11.2.1. Proportion of population that has convenient access to public transport (%) (Tier 2)
## OVERALL PICTURE OF ANSWERS

### 3.6.1. Death rate due to road traffic injury (number or %)

<table>
<thead>
<tr>
<th>2017</th>
<th>DZ</th>
<th>EG</th>
<th>IL</th>
<th>JO (1)</th>
<th>LB (1)</th>
<th>MO (1)</th>
<th>PS</th>
<th>TN</th>
<th>%</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>3 639</td>
<td></td>
<td></td>
<td>472</td>
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<td>108</td>
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<td>1369</td>
<td>62.5</td>
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</tbody>
</table>

### 9.1.1. Proportion of the rural population who live within 2 km of an all-season road (%)

<table>
<thead>
<tr>
<th>2017</th>
<th>DZ</th>
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<th>TN</th>
<th>%</th>
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</thead>
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<td></td>
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<td></td>
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<td>79.30</td>
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<td>12.5</td>
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</table>

### 9.1.2. Passenger transport volumes, by mode of transport

#### Volume of domestic railway passenger transport in pkm

<table>
<thead>
<tr>
<th>2017</th>
<th>DZ</th>
<th>EG</th>
<th>IL</th>
<th>JO (1)</th>
<th>LB (1)</th>
<th>MO (1)</th>
<th>PS</th>
<th>TN</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1 550</td>
<td>2 765.0</td>
<td></td>
<td>5 208</td>
<td>1164.1</td>
<td></td>
<td></td>
<td></td>
<td>50.0</td>
</tr>
</tbody>
</table>

#### Volume of domestic road passenger transport in pkm

<table>
<thead>
<tr>
<th>2017</th>
<th>DZ</th>
<th>EG</th>
<th>IL</th>
<th>JO (1)</th>
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<td></td>
<td></td>
<td></td>
<td>0.0</td>
</tr>
</tbody>
</table>

#### Volume of air passenger transport (number of arrivals and departures at national airports)

<table>
<thead>
<tr>
<th>2017</th>
<th>DZ</th>
<th>EG</th>
<th>IL</th>
<th>JO (1)</th>
<th>LB (1)</th>
<th>MO (1)</th>
<th>PS</th>
<th>TN</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>14 295</td>
<td>20 462.7</td>
<td>7622</td>
<td>18 237</td>
<td>8934</td>
<td></td>
<td></td>
<td></td>
<td>75.0</td>
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</table>

#### Volume of maritime passenger transport (number of arrivals and departures at national ports)

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<thead>
<tr>
<th>2017</th>
<th>DZ</th>
<th>EG</th>
<th>IL</th>
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<th>LB (1)</th>
<th>MO (1)</th>
<th>PS</th>
<th>TN</th>
<th>%</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>722 612</td>
<td>176 347</td>
<td>317</td>
<td>4.97</td>
<td>738.0</td>
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<td>62.5</td>
</tr>
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### 9.1.2. Freight transport volumes, by mode of transport

#### Volume of domestic railway freight transport in tkm

<table>
<thead>
<tr>
<th>2017</th>
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<th>TN</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1 009</td>
<td>1 380.5</td>
<td>364</td>
<td>3 831</td>
<td>679</td>
<td></td>
<td></td>
<td></td>
<td>62.5</td>
</tr>
</tbody>
</table>

#### Volume of domestic road freight transport in tkm

<table>
<thead>
<tr>
<th>2017</th>
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</table>

#### Volume of air freight transport (volume of freight loaded and unloaded at national airports in tonnes)

<table>
<thead>
<tr>
<th>2017</th>
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<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>47 993</td>
<td>326 148</td>
<td>105</td>
<td>85.3</td>
<td>68 698</td>
<td></td>
<td></td>
<td></td>
<td>75.0</td>
</tr>
</tbody>
</table>

#### Volume of maritime freight transport (volume of freight loaded and unloaded at national ports in tonnes)

<table>
<thead>
<tr>
<th>2017</th>
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<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>120 355</td>
<td>57 936</td>
<td>16767</td>
<td>8.8</td>
<td>121.06</td>
<td></td>
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<td>75.0</td>
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</tbody>
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### 11.2.1. Proportion of population that has convenient access to public transport (%)

<table>
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<tr>
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<td></td>
<td></td>
<td>0.0</td>
</tr>
</tbody>
</table>

(1) 2016
MAJOR PROBLEMS FACED

- **Road freight and passengers transport volumes** (9.1.2.a and 9.1.2.b) are the indicators whose production raises the biggest difficulties (Tier 1)

- **Proportion of population that has convenient access to public transport** (11.2.1.) also raises big difficulties (Tier 2)

- **3.6.1.** (Tier 1): Insufficient frequency of data collection (TN). No direct information but estimation possible based on various sources (LB). Under development in JO. Conceptual difficulty (MO)

- **9.1.1.** (Tier 2): lack of primary data but partial calculation from other indicators possible in some cases (LB, TN). Conceptual difficulty (MO)

- **9.1.2.a** (Tier 1): lack of information on some modes of transport (JO, LB, MO, PS, TN) or insufficient frequency of surveys (IL)

- **9.1.2.b** (Tier 1): lack of information on some modes of transport (JO, TN). Surveys are planned in LB and TN. Again, insufficient frequency of surveys (IL)

- **11.2.1.** (Tier 2): Not available yet in any partner country but under development in some cases (IL, JO). Partial information available in TN. Conceptual difficulty (MO)
The RESULT

MEDSTAT IV

Energy, Transport and Sustainable Development in the Mediterranean Countries

Insights from the energy and transport statistics of Algeria, Egypt, Israel, Jordan, Lebanon, Morocco, Palestine and Tunisia

July 2019

This project is funded by The European Union

And implemented by an Expertise France led consortium
CONTENT

• Part I: Energy, transport and SDGs: general introduction
• Part II: National chapters
• Part III: Conclusion: regional challenges and perspectives
CONTENT: Part I

• General presentation of SDGs
• Role of energy and transport systems and activities in the achievement of SDGs
• Details of the SDGs related to energy and transport systems and activities: methodology, critical approach
• Key strategic lines of energy, transport and SDGs policies in the partner countries, including the Mediterranean Strategy of Sustainable Development
• International commitments taken by the partner countries with respect to energy, transport and SDGs
• Monitoring progress through indicators: general principles, MRV systems, NDC Reporting
• Specific SDG indicators developed by the IAEG in relation to transport systems and activities
• Methodological guidelines for the production of SDG indicators in relation to energy and transport systems and activities
CONTENT: Part I (cont.)

• Major problems faced by partner countries in the production of SDG indicators in relation to energy and transport systems and activities

• Economic, technical and environmental performance indicators of energy and transport activities and systems: global logic

• Methodological guidelines for the production of economic, technical and environmental performance indicators of energy and transport activities and systems

• Major problems faced by partner countries in the production of economic, technical and environmental performance indicators of energy and transport activities and systems
CONTENT: Part II: National chapters

• Key strategic lines of energy, transport and SDGs policies in the partner country
• International commitments taken by the partner country with respect to energy, transport and SDGs
• Specific SDG indicators produced in the country in relation to energy and transport systems and activities
• Institutional organisation of the statistical system involved in the production of these indicators
• Key elements of the methodology applied in the production of SDG indicators in relation to energy and transport systems and activities
• Major problems faced in the production of SDG indicators in relation to energy and transport systems and activities
CONTENT: Part II: National chapters (cont.)

• Other economic, technical and environmental performance indicators produced in the country in relation to energy and transport systems and activities

• Key elements of the methodology applied in the production of economic, technical and environmental performance indicators

• Major problems faced in the production of economic, technical and environmental performance indicators

• Key observations stemming from the analysis of SDG and other economic, technical and environmental performance indicators related to energy and transport activities and systems: past evolutions and current state

• Challenges and possible perspectives
CONTENT: Part III

• Common regional challenges regarding energy, transport and SDGs
• Convergences between various dimensions of economic, technical and environmental performance of energy and transport activities and systems
• Possible conflicts between various dimensions of economic, technical and environmental performance of energy and transport activities and systems
• How to enhance convergences and to resolve conflicts?
• Possible perspectives