Universal Rural Access

Indicator:	Measurement unit	Aspirational Target
Rural Access Index (RAI)	Percentage	100%

Description:

The Rural Access Index (RAI) measures the proportion of the rural population who live within 2 km of an all-season road. It is included in the Sustainable Development Goals as indicator 9.1.1., providing a way of measuring progress towards Goal 9 and Target 9.1. Originally developed by the World Bank in 2006, the RAI is among the most important global development indicators in the transport sector, providing a strong, clearly understandable, and conceptually consistent indicator across countries. Although the underlying methodology has been recently updated to leverage additional sources of data, the RAI remains the most widely accepted metric for tracking access to transport in rural areas.
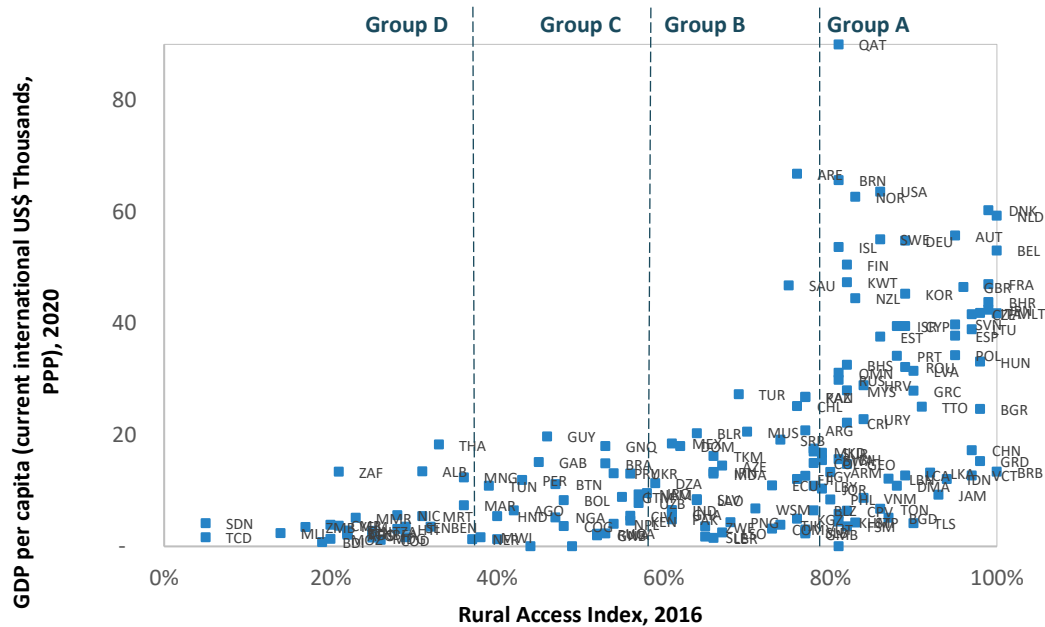
Methodology:

Geospatial methodology developed by the ReCAP [Link to methodology]

Source of data:

Research for Community Access Partnership (ReCAP) [link to data]

Mapping vis-à-vis Gross Domestic Product per capita[1]:

Source: ReCAP raw data and analysis

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[1] *Note: Group A is closest to the target while group D is farthest.*

Universal Urban Access

Indicator:	Measurement unit	Aspirational Target
Rapid Transit to Resident Ratio	Kilometers per million	> 40

Description:

The Rapid Transit to Resident Ratio (RTR) compares a country's urban population (cities with more than 500,000 people) with the length of rapid transit lines (including rail, metro, and BRT) that serve them. This metric offers a proxy for the availability of quality public transport and allows countries to track progress over time. It is used by the Global Roadmap of Action Toward Sustainable Mobility to proxy universal access to mobility in urban areas.
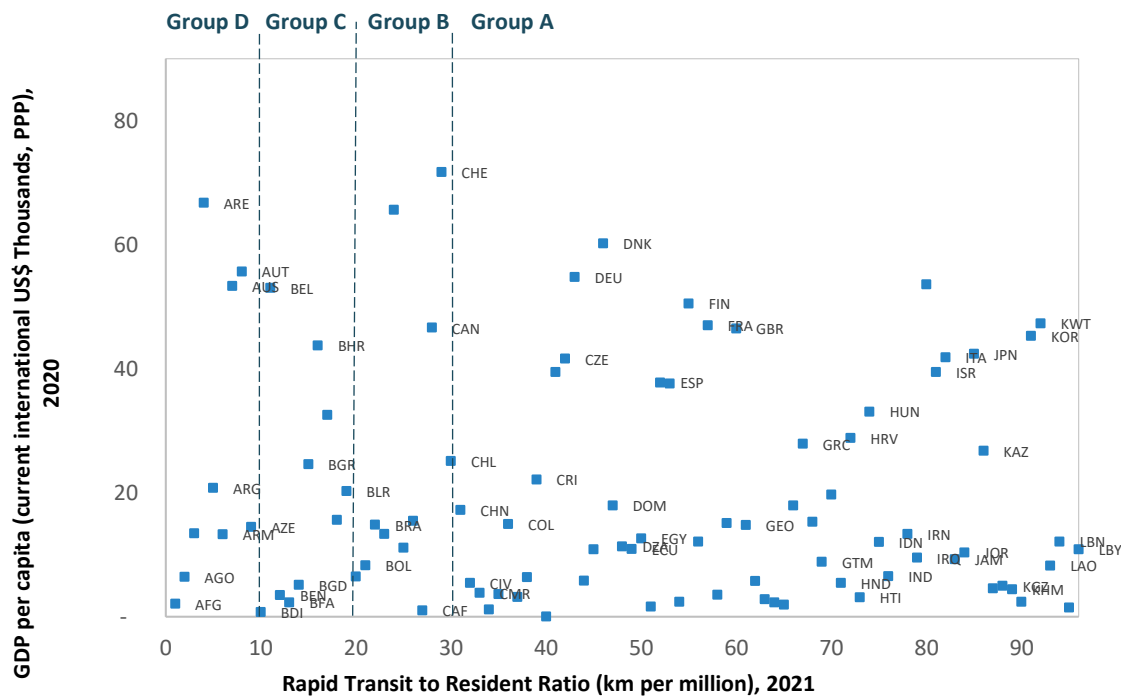
Methodology:

Developed by the Institute for Transportation and Development Policy [link to methodology]

Source of data:

Institute for Transportation and Development Policy [Link to data]

Mapping vis-à-vis Gross Domestic Product per capita[2]:

Source: ITDP raw data and World Bank analysis

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[2] *Note: Group A is closest to the target while group D is farthest.*

Universal Access – Gender

Indicator:	Measurement unit	Aspirational Target
Female workers in transport	Percentage	50%

Description:

Given the paucity of data on gender aspects of transport, a proxy indicator has been used to characterize on important aspects of gender and mobility—women as transport workers. Currently there is no single indicator at the global level to measure female use of transport, therefore, female workers in transport is used to proxy the gender sub-goal of sustainable mobility. This indicator is based on country-level labor force household surveys from different years and reflects the Economic activity "H. Transportation and storage" from ISIC-Rev.4.
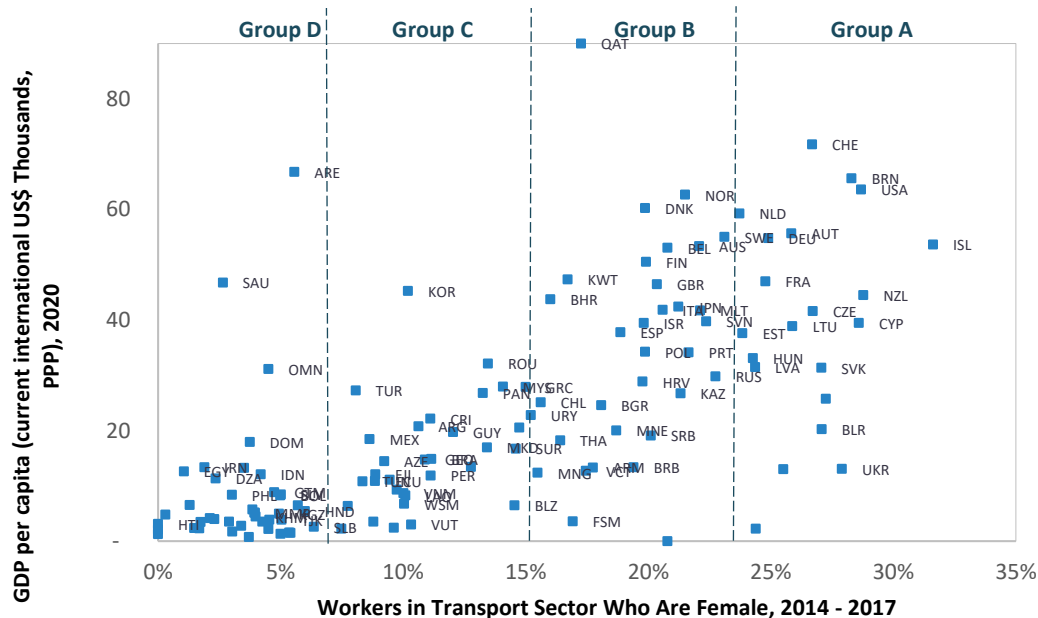
Methodology:

Developed by International Labor Office data [link to methodology]

Source of data:

World Bank analysis on International Labor Office data [Link to data]

Mapping vis-à-vis Gross Domestic Product per capita[3]:

Source: ILO raw data and World Bank analysis

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[3] *Note: Group A is closest to the target while group D is farthest.*

Safety

Indicator:	Measurement unit	Aspirational Target
Mortality caused by road traffic injury (per 100,000 people)	Percentage	0%

Description:

Mortality caused by road traffic injury is estimated road traffic fatal injury deaths per 100,000 population. The source of this indicator is the World Health Organization's Global Status Report on Road Safety 2018 through Global Health Observatory data repository.
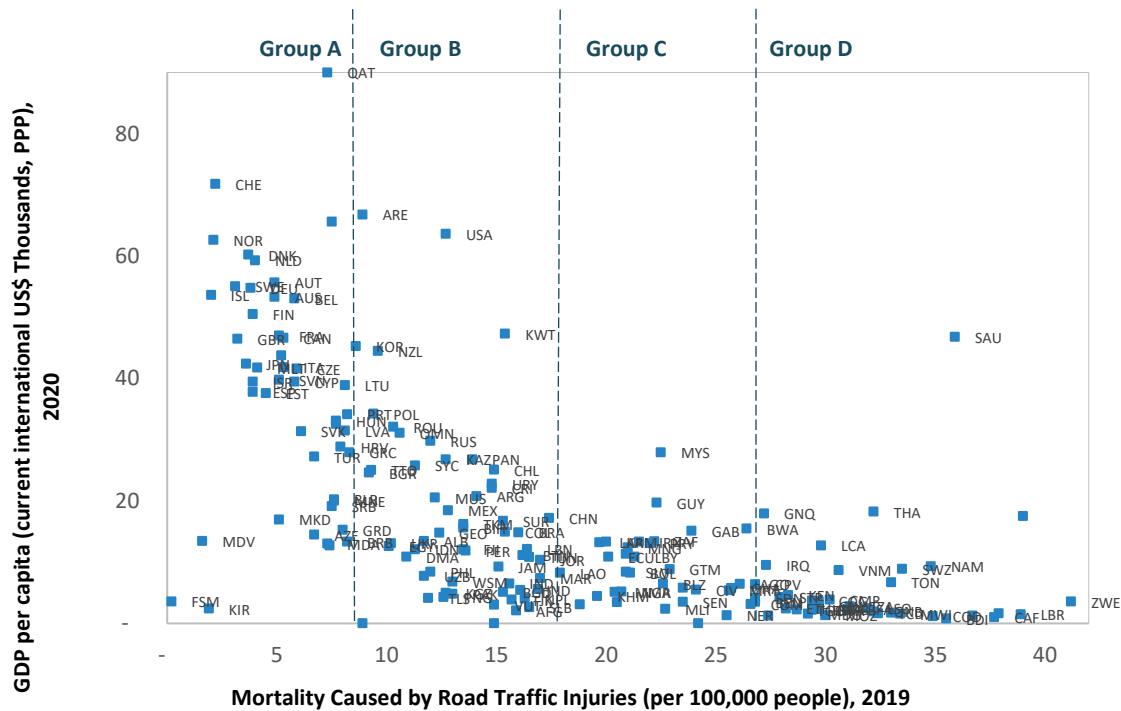
Methodology:

Developed by the World Health Organization [link to methodology]

Source of data:

World Health Organization [Link to data]

Mapping vis-à-vis Gross Domestic Product per capita[4]:

Source: WHO raw data and World Bank analysis

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[4] *Note: Group A is closest to the target while group D is farthest.*

Efficiency

Indicator:	Measurement unit	Aspirational Target
Logistics Performance Index	Value (1-5)	5

Description:

Efficiency can be assessed across various elements of the transport systems, but comparable data limits evaluating efficiency across countries. These limitations lead to focusing on only on one principle indicator, the LPI, to proxy country mobility performances on efficiency. In future work, a second summary indicator dealing with passenger transport—a mobility performance index (MPI)—needs to be developed to complete evaluation of transport efficiency. The LPI is a comprehensive measure of the efficiency of international supply chains; the organization of the movement of goods through a network of activities and services operating at global, regional, and local scale.
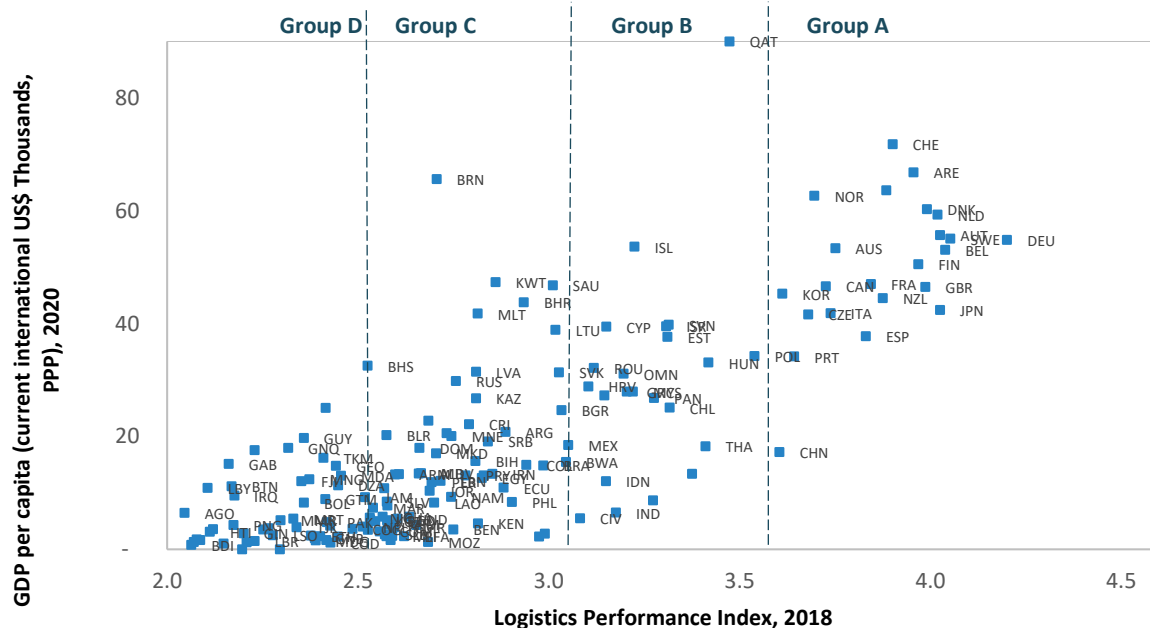
Methodology:

Developed by World Bank [link to methodology]

Source of data:

World Bank [Link to data]

Mapping vis-à-vis Gross Domestic Product per capita[5]:

Source: World Bank raw data and analysis

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[5] *Note: Group A is closest to the target while group D is farthest.*

Green Mobility – Air Pollution

Indicator:	Measurement unit	Aspirational Target
PM$_{2.5}$ air pollution annual exposure	ug/cu.m	<10

Description:

Population-weighted exposure to ambient PM$_{2.5}$ pollution is defined as the average level of exposure of a nation's population to concentrations of suspended particles measuring less than 2.5 microns in aerodynamic diameter, which are capable of penetrating deep into the respiratory tract and causing severe health damage. PM$_{2.5}$ particles in the air also reduce visibility and cause the air to appear hazy when levels are elevated. Transport is the largest contributing sector to urban PM$_{2.5}$, with 25 percent on average, spiking up to 40 percent for some world regions.
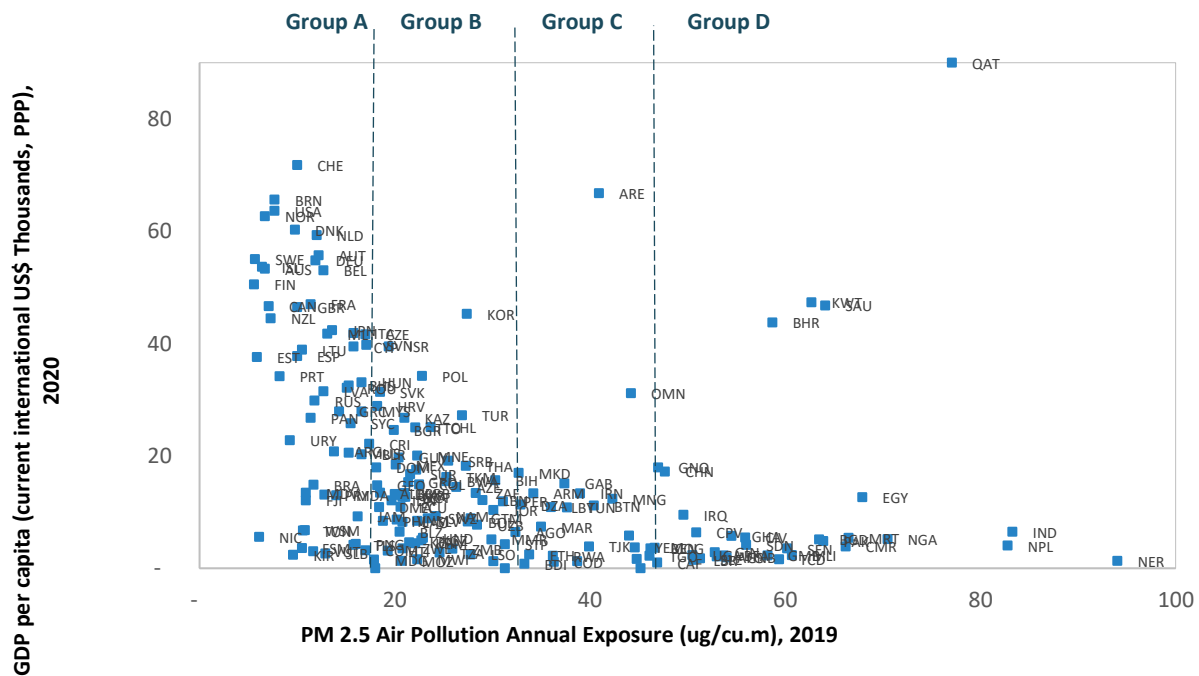
Methodology:

Developed by Brauer, M. et al. 2017, for the Global Burden of Disease Study 2017 [link to methodology]

Source of data:

2015 onward: UNHABITAT [Link to data]; Prior to 2015: Global Burden of Disease Study 2017 [Link to data]

Mapping vis-à-vis Gross Domestic Product per capita[6]:

Source: UNHABITAT row data and World Bank analysis

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[6] *Note: Group A is closest to the target while group D is farthest.*

Green Mobility – Greenhouse Gas (GHG) Emissions

Indicator:	Measurement unit	Aspirational Target
Transport-related GHG emissions per capita	tons of CO2 per capita	<0.3

Description:

This ratio is expressed in tonnes of carbon emitted per capita. It has been calculated using the Transport CO_2 emissions expressed as a fraction of population. This indicator is used to proxy country performance on green mobility as transport emissions were 23 percent of global energy-related CO_2 emissions in 2015. Importantly, they continue to rise, especially in rapidly motorizing countries and in the freight sector.
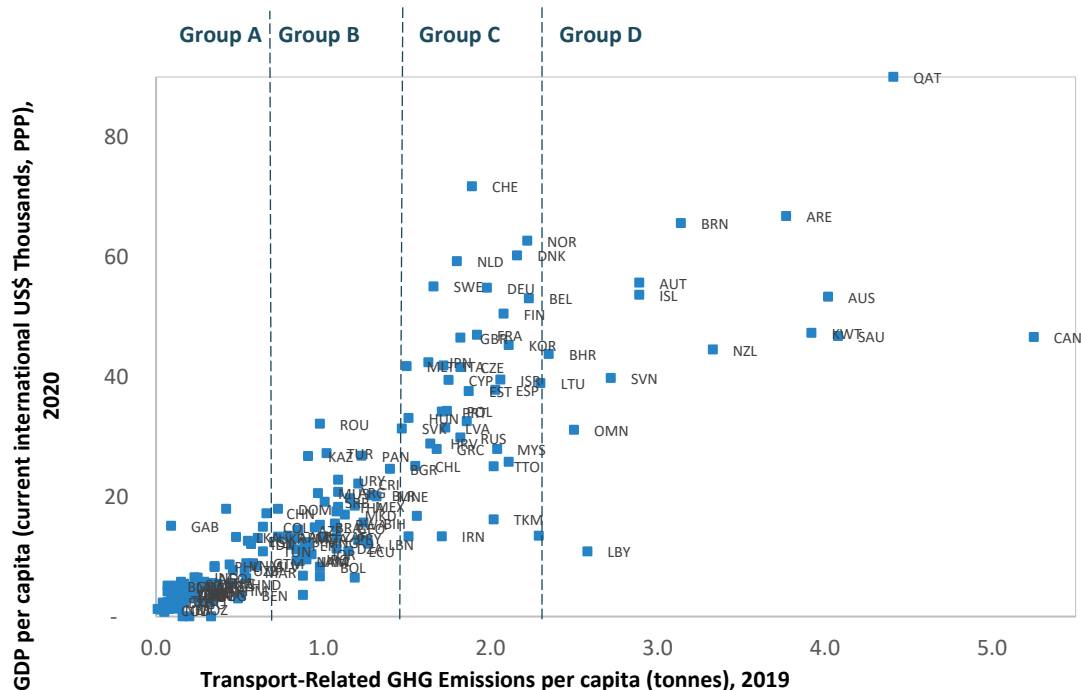
Methodology:

Developed by the International Energy Agency [link to methodology]

Source of data:

Climate Watch Data [Link to data]

Mapping vis-à-vis Gross Domestic Product per capita[7]:

Source: CLIMATE WATCH DATA (CAIT) raw data with World Bank analysis

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[7] *Note: Group A is closest to the target while group D is farthest.*