



UNECE Working Party on Transport Statistics WP 6 17-19 June 2015

**Recent developments
Eurostat – Transport Statistics**

Eurostat recent developments

- Adoption of the amended Regulation 223
 - **Main changes to the Regulation**
 - Professional independence
 - Coordinating role
 - Commitments on Confidence
 - Access to administrative records



Regulation 223

- **Impact on Eurostat and on national authorities**
 - Professional independence Articles 2 and 5a
 - Unconditional principle of professional independence – in statistical matters!
 - Connected to the Head of NSI and to the Director-General of Eurostat
 - Eurostat and its Director-General Articles 6 and 6a
 - Eurostat is the statistical authority of the Union
 - Transparent recruitment procedure
 - Sole responsibility for statistical decisions
 - Statistical dialogue with relevant committee of the European Parliament



Extension of the **European Statistical Programme 2018 - 2020**

- Why an extension?
 - Current programme covers 2013-17
 - Need to synchronise the ESP with the Multiannual Financial Framework (MFF) **2014 to 2020**
 - Recommended by the European Court of Auditors and the European Parliament



European
Commission

Transport statistics

Passenger mobility

- No regular and harmonised collection for passenger mobility statistics at EU level yet
- Pkm data for a coherent European transport policy are needed
- Objectives of the project:
 - Establish guidelines for harmonised passenger mobility surveys
 - Develop EU policy relevant indicators on passenger mobility
 - Finance with grants pilot surveys to collect the established indicators
 - Provide to DG MOVE harmonised passenger mobility data relevant to EU/White paper policies

Passenger mobility

- The CGST 2014 has renewed the mandate of the Passenger Mobility Task Force for two more years to provide support to the pilot surveys and further improve the Eurostat Guidelines on Passenger Mobility statistics

Sets of indicators identified :

- Indicator set for **Urban Mobility**
- Indicator set for monitoring Mobility **by Distance Classes**
– with focus on Medium Distance Mobility

Passenger mobility

- The second meeting of the Task Force on Passenger Mobility took place on May 21, 2015
- Eurostat presented and discussed with the Task Force the **first draft Guidelines for passenger mobility surveys**
- Based on the input of the TF the Guidelines will be further improved and used as the basis for this year's Grants

Passenger mobility

- The Invitation for proposals for Grants was launched end of April
- **Deadline for Applications: end of July**

Budget

- The estimated budget of the Commission is EUR 600 000

Shared funding

- 30% of the cost must be funded by the beneficiary's own sources or third parties
- Up to 70% of the eligible costs will be covered by the Grant

The provision of Grants will probably be extended for another year, DGs have also proposed financial contribution to this project

Emissions

- The new project is a continuation of the 2013 project on road, maritime and aviation emissions
- It consists of two separate actions:
 - Emissions from rail transport
 - Emissions from inland waterways transport
- The results of the 2014 project will be accompanied by a report on the overall project conclusions, covering all five modes
- The main client for this project is DG Move and the modellers

Emissions

- Development of a method to estimate the emissions of the two transport modes
 - Emissions from rail are currently almost all attributed to the energy sector and cannot be clearly identified
 - Emissions from inland waterways are included to domestic maritime transport
- Energy statistics and transport activity data will be the underlying information for emissions estimates

Emissions

- An inventory will be established of available data and methods for calculating emissions from the two modes in order to take on-board existing work in the field
- Analysis of the political requirements for which statistics on emissions from the two modes are needed, identifying new data needs and possible proxies
- Feasibility study on the development of the statistical system to meet the new requirements on data for calculating emissions from the two modes.



Emissions

- Eurostat will present and discuss the findings in the next Working Group meeting on Rail and Inland Waterways
- Depending on the findings indicators on emissions may be produced and published regularly by Eurostat for the two transport modes
- The project results will also be presented to the next CGST in 2015

Modal split

- Challenges for air transport: territorialisation at country level and treatment of extra-EU air transport performance
- *WG on air transport statistics 2013 agreed Eurostat to move forward in building EU-wide distance matrix to be used in calculating "territorialised" air transport performance, based on German practice*
- **5-months project run by Eurostat -Tasks:**
- Updating of the airports data currently existing in the GISCO database (list of airports, geographical coordinates verification, etc.)
- Building of air distance matrix (based on German experience) using greater circle distance featuring a **breakdown of distances of countries overflown** to allow territorialisation of transport performance

Modal split

- The territorialisation tool/air distance matrix is available on [CIRCABC](#) for testing and feedback (under Transport/06_Aviation/4_nomenclatures/Distance matrix (territorialisation tool) – version 2015)
- By mid July, Eurostat will prepare and provide to countries document on methodology and territorialised pkm and tkm at country level (2008-2013) for comments
- The results can be presented at CGST for further discussion and decision on the way forward

Task Force Road Freight

- The establishment of the Task Force was decided by the CGST in November 2014, following a request of mainly Nordic Countries
- Eurostat agreed to organise and co-ordinate the work of the Task Force, but given the need for setting up the first meeting as soon as possible, limited budget for the participants' expenses was available
- The mandate of the Task Force is to review the quality of road freight statistics and propose actions for improving it

Task Force Road Freight

- The Task Force meetings was an opportunity to collect, review and address, to the extent possible, also other known issues affecting quality of statistics, including:
 - Issues at data collection level (national)
 - Data validation and aggregation issues (Eurostat)
 - Issues at data dissemination level (DG MOVE, other users)
- Discuss any other issues related to the production of quality statistics on road freight, in future (Eurostat tools, data validation, etc.)

Task Force Road Freight

- Conclusions:
 - A questionnaire should be set up to find out if the quality issues raised by the Task Force were encountered in other reporting countries
 - Use of alternative data sources that may lead to improved benchmarking and facilitate the compilation of the required data
 - Assessment exercise for all optional variables
 - Benchmarking exercise with the German Maut data
 - The next meeting of the Task Force will take place, if possible, before the next CGST meeting

Other

- **Report** to the European Parliament and to the Council on the implementation of the **Road freight** was finished in January
- Two possibilities to improve the road freight data collections are considered:
 - A mandatory collection on data on empty journeys, which would be very useful to assess the operational efficiency of the road freight transport sector in the EU
 - The introduction of a data collection on energy consumption in road freight transport, which will allow a more precise assessment of the impact of road freight transport on the production of GHG emissions



Other

- Report from the Commission to the European Parliament and the Council on the exercise of the power to adopt delegated acts conferred on the Commission pursuant to Regulation (EU) No 1090/2010 of the European Parliament and of the Council of 24 November 2010 amending Directive 2009/42/EC on statistical returns in respect of carriage of goods and passengers by sea
 - End of Inter service Consultation on 09.06.2015 – favourable
 - Next steps – translation
 - Report will be send to the Parliament and the Council