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Working Party on Transport Statistics
(Fifty-first session, 24-26 October 2000,
agenda item 4)

**INTERSECRETARIAT WORKING GROUP
ON TRANSPORT STATISTICS (IWG)**

**Report of the Sessions held: 30 November- 2 December 1999, Luxembourg;
25 and 28 April 2000, Paris; 11-12 July 2000, Paris**

Note by the secretariat

NOTE: The Intersecretariat Working Group on Transport Statistics (IWG) has held three meetings since the last session of WP.6 (30 November - 2 December 1999 in Luxembourg, hosted by Eurostat; 25 and 28 of April 2000 in Paris, hosted by the European Conference of Ministers of Transport (ECMT) and 11-12 July 2000 in Paris, hosted by the ECMT: (Lists of participants is attached in annex 2). Decisions taken by the IWG in November and April are reflected below. Decisions taken in July are contained in Annex I. The minutes from the preceding sessions of the IWG are contained in TRANS/WP.6/1999/1.

I. INTRODUCTION AND ADOPTION OF THE AGENDA

1. The Luxembourg meeting was opened by Mr. Crocicchi, head of Transport Statistics at Eurostat. He gave a brief introduction stressing the usefulness of the Common Questionnaire and the Glossary for Transport Statistics, two concrete tools for the work of the EC and the other two organizations. He noted that EU legislation dealing with transport statistics refers increasingly to terminology and definitions in the Glossary, while the Common Questionnaire is an important mechanism to comply with EU statistical needs. The agenda was adopted with the addition of an item on NST/2000.

II. DATABASE DEVELOPMENT, COHERENCE OF SYSTEMS AND ELECTRONIC QUESTIONNAIRES

2. The database system (electronic questionnaire) currently used at Eurostat was presented and the differences with the ECMT system were noted. The ECMT commented that the last year of the data collection should be shown in the file name and that an effort should be made to fit all modes of the questionnaire onto a single diskette. The ECMT underlined the importance of flags and footnotes following the data. It was once more highlighted that the Common electronic questionnaire should be the link between the three organizations. Eurostat offered to assist ECMT in the sending of the Questionnaire (1998 data) in order to facilitate the backlog of work at ECMT.

3. It was decided that Eurostat should support UN/ECE in its quest for a database system by giving a working, modified copy of their system. Eurostat's system would be improved and consolidated during 2000, after which a copy could be transferred to ECE, to be reoriented to the specific needs of the ECE. The main change to the system would be the additional member countries, with the eventual possibility of incorporating also a database for the ECE publication of Statistics on Road Traffic Accidents (RAS).

4. Eurostat agreed to give a report on the status of its system at the IWG in April. Once Eurostat's system had been tried and stabilized for a period of time, the database could be given to ECE, possibly on CD-ROM, according to a commonly-agreed format to be adapted to the needs of ECE. The ECE would have to determine how much it would need to invest to retain consultants to install the system and train its Statistical Assistant on the new system.

III. COMMON QUESTIONNAIRE FOR TRANSPORT STATISTICS

Status of 1998 data collection

5. The Group verified that, under normal circumstances, it was confirmed that the CQ would be sent out on 1 September of each year, with a deadline of 1 November for replies. Due to problems with personnel at ECMT, the CQ was not sent to ECMT countries for 1998 data. The CQ would instead be sent by 1 September 2000, asking for both 1998 and 1999 data. This would delay the Draft Publication of the ABTS for the ECE, but would hopefully not hold up the final publication expected for January 2001.

Environmental Variables

6. Mr. Graham Lock, the representative from Eurostat (F-3, Environment Statistics) introduced the results of the Pilot Questionnaire on Road Vehicle Fleets, as considered by WP.6. He underlined the point that unladen vehicle weight is the single most important variable to give information about the environmental impact of vehicle emissions and the trends, since the tendency toward larger vehicles is correlated with greater fuel consumption and CO₂ emissions, although he admitted there was a trade-off with safety in the trend toward larger vehicles. Emissions from motorcycles and mopeds too was seen as an important source of pollution.

7. The Group decided to incorporate the three new categories agreed to by WP.6 (alternative power sources, cylinder capacity and unladen vehicle weight) into the Common Questionnaire beginning at the next sending (September 2000). Eurostat offered to reformulate the Common Questionnaire to incorporate these three categories and clear definitions, and to present them at the April session of the IWG as well as to the Informal Meeting on the Common Questionnaire. Regarding the issue of fuel types for moped and motorcycles, Eurostat would prepare a pilot questionnaire concerning powered two-wheelers for the CQ meeting in April (both rolling stock and new registrations). This would be presented to the April IWG after getting agreement on incorporating alternative power sources for the other categories, as follows: (NOTE: The following supercedes that reflected in the WP.6 report of the session (TRANS/WP.6/137, paras. 19-22).

- 1) The breakdown by
 - Petrol
 - Diesel
 - Alternative power sources, broken down by
 - Electricity
 - LPG
 - Natural gas
 - Others / not mentioned above

would be introduced in the CQ for Passenger cars, Buses, Motor coaches and Trolley buses, and for Lorries (both total number of registrations and new registrations).

- 2) The breakdown by
 - Petrol
 - Diesel
 - Other/Alternative fuels

would be introduced in the CQ for Road Tractors (both total number of registrations and new registrations).

3) The breakdown for cylinder capacity of petrol and diesel engines for passenger cars would be:

- up to 1399cc
- 1400-1999cc
- 2000cc and above

(both total number of registrations and new registrations) and should also be introduced into the CQ.

4) The unladen weight for passenger cars should be introduced in the new registration part of the CQ with the following breakdown:

- up to 999kg
- 1000-1249kg
- 1250-1499kg
- 1500kg and above

Pilot Questionnaire on Urban Passenger Transport

8. Based on the results of the Pilot Questionnaire circulated in 1998 and a modified version circulated in 1999, WP.6 asked the IWG to circulate the Pilot Questionnaire on Urban Passenger Transport as an Appendix to the Common Questionnaire for Transport Statistics for the first time in September 2000 (1999 data). The Appendix to the CQ would include a request for meta-data, as well as methodological notes and definitions of terms (TRANS/WP.6/137, paras. 23-25). In discussing this item, the IWG said that the Task Force on Sustainable Urban Transport Indicators, scheduled for 28-29 March 2000 in Barcelona could be a useful forum in developing definitions of terms in the field of urban passenger transport to be used for this pilot. (NOTE: *Due to lack of time in Barcelona, the issue of definitions on sustainable urban transport was postponed for a meeting in May 2001 in Prague*).

Cooperation with UIC

9. The IWG welcomed the continued interest from UIC in the CQ as well as their support for collection of data on railway. It was confirmed that the UIC data would be sent with the next CQ for purposes of comparison, but that the primary responsibility for the collection of railway data for the IWG would be through the Common Questionnaire itself. The comparison between the UIC data and the National data should be included in the ongoing data quality improvements.

Preparation of the Second Informal Meeting on the Common Questionnaire

11. It was confirmed that the IWG would convene a second session of the Informal Meeting on the Common Questionnaire from 25 to 26 April 2000 in Paris (ECMT). As with the first session (held in 1997, Geneva), the purpose of the Informal Meeting would be to bring together the appropriate persons from each Government who were directly involved with filling out the CQ, in order to have an exchange of views on specific problems in the CQ. Both the content and format of the CQ would be addressed, with a view toward both simplifying, and expanding the CQ, including inter alia, the areas of urban transport and environment, and to address the policy needs cited above by the European Commission (DG).

12. Eurostat/DG Transport would circulate suggestions to ECE and ECMT for revisions to the CQ before that time. Eurostat/DG Transport stressed the need for this as the transport market and statistical needs have changed since the introduction of the Common Questionnaire. In addition, with regard to sustainable transport, the ECE stressed the importance of taking a longer view to assess what might be appropriate to incorporate and suggested that, in preparation for the meeting, the respective secretariats look at each chapter in the CQ to make proposals for added transport data with environmental implications. This would be incorporated into a single IWG proposal to be circulated before the April meeting.

13. It was agreed that the overall goal of the meeting would be for all participating member states to complete all relevant chapters of the CQ following the definitions in the Glossary for Transport statistics, within the deadlines and with the highest quality data possible.

14. In addition, UN/ECE would circulate to ECMT and Eurostat a draft agenda and invitation letter/announcement including a reply form, with a special field on the languages preferred. Special attention would be put into reaching the appropriate persons (i.e. those who actually fill in the CQ as well as reaching the States with particular problems, e.g., timing, completion and quality).

Inland waterway classifications

15. The IWG recalled that the Secretary to the UN/ECE Principal Working Party on Inland Waterways (SC.3), had previously addressed the Group regarding changes to be made to the section on: AC. Inland waterway transport 1. Canals / Navigable Rivers and Lakes". ECMT had circulated this information on the proposed changes to its member countries to determine if countries were now prepared to adapt their statistics to the new classification scheme. While a number of countries said that they were prepared to use the new classification scheme, the majority of countries with important inland waterways (France, Germany and the Netherlands) were not prepared to use it. The IWG encouraged member Governments to adopt the new classification system for statistical purposes and would ask WP.6 to revisit this issue at its next session.

IV. NST/2000

16. It was decided that the Eurostat NST/2000 meeting scheduled for 6-7 April 2000 would be a joint Eurostat-UN/ECE meeting. Eurostat would draft a joint announcement and cover letter including an agenda and submit the proposal to UN/ECE. After this announcement was sent out and according to the replies received, a formal invitation would be sent to those persons who showed interest in participating with information on possible financing.

V. GLOSSARY FOR TRANSPORT STATISTICS

17. The Group discussed the possibilities of publishing a third edition of the Glossary for Transport Statistics. The ECMT felt that a third edition should be completed before the next sending of the Common Questionnaire, (September 2000) in order to have definitions on environmentally-related terms to assist countries in filling out the new environment-related section (cylinder capacity, etc.), as well as to include new definitions on road traffic accidents. ECE and Eurostat were more hesitant about expediting the third edition of the Glossary, and were of the view that the work on Road Traffic Accident definitions had not yet been finalized, noting that a follow-up meeting was scheduled to be held on 27 October 2000.

18. In addition, ECE and Eurostat felt that there were major revisions of the Glossary to be made, on the basis of the decision at the last IWG, namely a new structure, an alphabetic index, an overall verification of the relevance and use of existing definitions. This would also include a modification of

the rail chapter to make it relevant to the changing situation of the rail industry. Finally, a third edition of the Glossary should include some new terms according to new data needs that would be further explored during the Informal Meeting on the Common Questionnaire in April. It was suggested to publish an annex to the 2nd edition for the September 2000 sending and later publish a third edition including the above-mentioned changes.

19. After an in-depth discussion, the following compromise was reached: Eurostat-UN/ECE and ECMT would attempt to work on a third edition of the Glossary in an effort to have all of the listed modifications included by September 2000. If this could not be completed, an annex to the second version would be sent with the Common Questionnaire in September 2000. The Annex would include any new definitions necessary for new categories in the CQ at that time. The compromise was acceptable for ECMT provided that there were no political problems in the ECMT in delaying the full publication. As for definitions on road traffic accidents, these would be annexed to the next sending of the RAS Questionnaire, once agreed upon at the upcoming Task Force Meeting on Road Traffic Accidents (27 October 2000).

Annex 1

Decisions taken by the IWG (11-12 July 2000, Paris)

I. DG TREN-Eurostat Proposals for Common Questionnaire

1. The Results of the Informal Meeting on the Common Questionnaire are contained in TRANS/WP.6/2000/5. During the meeting, Eurostat presented a list of modifications suggested by DG TREN (European Commission). Further to structural changes within DG TREN, the IWG decided to put these proposals on hold, with the exception of a limited number of proposals for which Eurostat will write to its member States asking about availability of data (e.g., high-speed lines, short and long-distance passenger transport, motorways (toll roads), taxis, etc.). The results would be presented at the upcoming session of WP.6 in Geneva.

2. It was decided, moreover, that in the Railway Chapter of the CQ, *Principal Railway Enterprises* would be replaced by *Railway Enterprises*. Countries would then be asked to supply a list of the railway enterprises included in their rail transport statistics. Eurostat suggested adding a table asking for the percentage share of each enterprise of the total, based on passenger, pass-km, tonnes or t-km. Eurostat will provide a proposal for such a table to the other two organizations.

3. In order to provide UN/ECE with the final version of the CQ for this year's sending, Eurostat would make the modifications on Word files based on the master copy provided by the ECMT. The new version of the CQ should be sent out to collect 1999 data on 1 September 2000. ECMT and UN/ECE would send to Eurostat revisions to the Reporting Instructions for the CQ. ECMT will draft a first proposal for the format and rules concerning the ECMT/Eurostat joint Excel format for the CQ. This proposal would be revised by Eurostat and be considered "binding" in order to avoid problems in future.

II. Glossary for Transport Statistics

4. It was decided that one page of definitions needed for the new (environmental) variables to be added to the CQ would be attached to the CQ for this year's sending. In the meantime, Eurostat would update the second edition of the Glossary by including a new index file, adding the new terms, renaming paragraphs according to the mode and the chapter, and checking for typographical errors. This modified version would be referred to as the Glossary for Transport Statistics, Second Edition, Revision 1 and would be available on the OECD Home Page in electronic version only.

III. Urban transport pilot questionnaire

5. The UN/ECE would contact the UITP, in order to obtain the pre-filled questionnaires concerning the urban transport pilot survey and send each organisation a copy of the corresponding questionnaires, in August 2000. These pilot questionnaires would be circulated

along with the 1999 version of the CQ. The question would be raised during WP.6 as to what it hoped to achieve in the area of Urban Transport Statistics.

IV. Accident statistics

6. In preparation for the Ad Hoc Expert Group on Road Traffic Accident Definitions, UN/ECE will draft an agenda and invitation letter, including the draft definitions decided on by the Task Force on Road Traffic Accidents (December 1999), indicating the modifications made since the Task Force meeting.

V. Database development

7. Regarding the development of the database linked to the Common Questionnaire, ECMT reported that both systems are up and running. There remain some problems with publishing data and with the electronic exchange of data, as ECMT is developing a tool to read the data transmitted by Eurostat. Eurostat sends its electronic questionnaires to member States, who then send back replies, copies of which are sent to ECMT. It then goes through a checking/verification procedure, where errors are flagged, and countries are thereafter alerted of the problem.

8. As ECE is considering retaining a consultant to develop a similar database, it was recommended that the consultant travel to both Luxembourg and Brussels to meet with the other consultants and see how both systems work and what the problems are.

VI. Future of IWG

9. The group discussed the aims of the IWG and methods of work. It was decided that Eurostat would draft by 1 September 2000, a proposal to define the role, responsibilities and strategic directions for the IWG.

The next session of the IWG will be held in Luxembourg on 12 and 13 March 2001.

Annex 2

**Intersecretariat Working Group on Transport Statistics
(30 November - 2 December 1999, Luxembourg)**

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Annex 3

Breakdown of countries to which the Common Questionnaire is sent by the three respective organizations

EUROSTAT (18 countries)

15 EU Countries + Norway and Iceland (EEA) + Switzerland

ECMT (22 countries)

Albania	Lithuania
Andorra	Republic of Moldova
Azerbaijan	Poland
Belarus	Romania
Bosnia Herzegovina	Russian Federation
Bulgaria	Slovakia
Croatia	Slovenia
Czech Republic	The former Yugoslav Republic of
Estonia	Macedonia
Georgia	Turkey
Hungary	Ukraine
Latvia	

ECE (15 countries)

Armenia	Monaco
Canada	San Marino
Cyprus	Tajikistan
Israel	Turkmenistan
Kazakhstan	Uzbekistan
Kyrgyzstan	United States
Liechtenstein	Yugoslavia
Malta	

*/ It was agreed in a previous IWG meeting that countries would be directed to send photocopies (or diskettes) of their completed Questionnaires, as well as any revisions and corrections, to the other two organizations; however, as a backstopping measure, if copies were NOT received from countries, the three organizations would send photocopies of the data received from each of their respective countries to each of the other two organizations.