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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Transport Statistics
(Fifty-second session, 14-16 November 2001,
agenda item 5 (a))**METHODOLOGICAL DEVELOPMENT AND HARMONIZATION OF
TRANSPORT STATISTICS****Proposal for a pilot data collection on the environmental aspects of transport****Transmitted by Eurostat****Explanatory memorandum**

1. Transport is a subject which illustrates very clearly the essential point of sustainable development. Over many years, the economy has grown and personal incomes have increased, and these upward trends have been matched by similar upward trends in the quantities of goods and the number of people transported. The negative side-effects of transport are well known — noise, pollution, accidents, the use of land — and the upward trends in transport suggest that all these negative effects would also tend to increase without limits — a situation which by any reckoning is clearly not sustainable. For this reason, transport policies have been steadily shifting in emphasis to add "sustainable transport" to the long-standing goals of efficient, open, de-regulated transport markets. Indeed, the European Commission's 2001 White Paper *European Transport Policy for 2010: Time to Decide* makes it clear that sustainable transport is the only way to avoid the dire economic and environmental consequences of present transport trends.

2. Statistics contribute both to understanding the problem and to solving it. Data have been collected for many years on the quantities of goods and people transported, by different modes of transport. These data can be used, for example, to calculate the "modal split". Many data have also been published on the negative impacts of transport; for example, on emissions of carbon dioxide and other pollutants, or on land used for the construction of transport infrastructure. The most

relevant statistics have been presented as indicator sets by several UNECE countries and international organizations. Examples are:

- OECD: Indicators for the Integration of Environmental Concerns into Transport Policies ([http://www.oilis.oecd.org/olis/1998doc.nsf/LinkTo/ENV-EPOC-SE\(98\)1-FINAL](http://www.oilis.oecd.org/olis/1998doc.nsf/LinkTo/ENV-EPOC-SE(98)1-FINAL));
- Eurostat/EEA: Transport and Environment Reporting Mechanism (<http://reports.eea.eu.int/term2001/>);
- US Bureau of Transportation Statistics: Transportation Indicators (<http://199.79.179.77/transtu/indicators/>).

3. The Common Questionnaire for Transport Statistics plays a key role in making available the statistics necessary for compiling such indicators. A previous proposal (Integration of environmental terminology in Glossary for Transport Statistics and Common Questionnaire) was presented by Eurostat at WP.6 in 1997, and led to the incorporation of some new variables on the road vehicle fleet being added to the Common Questionnaire.

4. Eurostat has since been requested by WP.6 to make a further proposal to cover all aspects of transport. In this paper, some first thoughts are provided on areas which may be of interest. The aim is to obtain some preliminary opinions from delegates as to their feasibility, and to obtain the mandate to develop these ideas into a pilot questionnaire. The next step will be to produce a preliminary draft questionnaire to be discussed by the Intersecretariat Working Group, within Eurostat's Working Groups, and at meetings of the European Conference of Ministers of Transport (ECMT). A refined proposal could then be submitted to WP.6 in 2002 for a final opinion and a decision on whether to proceed to a pilot data collection. The long-term intention is to integrate as many environmentally relevant variables as possible into the framework of regular data collection (the Common Questionnaire, but also EU legal acts). However, for many of these variables, data availability is uncertain and further methodological development is needed. Therefore a pilot data collection is appropriate.

5. It is not the intention to present a mature proposal here, but rather to give an idea of the kinds of new data that are needed. Any comments received will be noted and used in developing a draft questionnaire.

Information needs

6. There are three principal kinds of data that need collecting:

- gaps in traditional transport statistics (e.g. vessel-km by inland waterway);
- data that are not traditionally considered as transport statistics (e.g. area occupied by transport infrastructure);
- data that fall somewhere between the two (e.g. number of railway stations).

7. Each of these kinds of data poses different problems for collection. If there are gaps in traditional transport statistics, it may well be that they are obstacles to their collection, either due to technical difficulties or cost. There may also be potential conflicts with other exercises, e.g. EU legislation. For the second group, it may simply prove impractical for these data to be collected through a questionnaire devoted to transport statistics. It is in the third group that perhaps there is greatest scope for data to be collected through appropriate organizations, such as highway administrations, railway companies, etc.

AnnexPossible variables to collect

(NB: Variables crossed out were considered, but rejected.)

(a) Gaps in traditional transport statistics(i) Rail

- ~~— Rail passenger transport offered (pkm, seat km)~~
- ~~— High speed trains (lines, trains, train-km, pkm, average speed)~~
- Urban rail (length)
 - Light rail
 - Metro
- Urban rail stations (number)
 - Light rail
 - Metro
- ~~— Urban rail transport (pkm, seat km, pkm offered, seat km offered)~~
 - ~~— Light rail~~
 - ~~— Metro~~

(ii) Road

- ~~— All roads (length)~~
 - ~~— Paved~~
 - ~~— Unpaved~~
- Toll roads (length)
- ~~— Bus transport offered (pkm, seat km)~~

(iii) Inland waterways

- Vessel-km

(b) Data not traditionally considered as transport statistics(i) Rail

- Area occupied by railway lines
- ~~— Use of herbicides~~
- ~~— Use of de-icing compounds~~
- ~~— Use of poly aromatic hydrocarbons on sleepers~~

(ii) Road

- Area occupied by roads (by type of road)
 - Paved
 - Unpaved
- Roads with noise-reducing asphalt (length)
- Noise barriers (length)

Wildlife crossings (number)

- Road bridge
- Underpass (tunnel, ditch, drainage culvert)
- Other

~~Wildlife kills (number by key species)~~

- Salt (tonnes used)

~~Use of herbicides~~

~~Use of de-icing compounds~~

~~(iii) Inland waterways~~

~~Area occupied by inland waterways infrastructure (by type)~~

(iv) Non-motorised transport

- Cycle lanes and paths (length)
 - dedicated cycle paths
 - cycle lanes
- Bicycles (pkm)
- Walking (pkm)
- ~~— Pedestrian zones (area)~~

(c) Grey areas

(i) Rail

- Stations (number)

(ii) Road

- Bus stops (number, ~~number with shelter~~)
 - Bus lanes (length)
 - Bus routes (number, length)
 - Park and ride schemes (number)
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