



**Economic and Social  
Council**

Distr.  
GENERAL

TRANS/WP.6/2002/2  
11 September 2002

Original: ENGLISH

---

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Transport Statistics  
(Fifty-third session, 25-27 November 2002,  
agenda item 3 (a))

INTERSECRETARIAT WORKING GROUP ON TRANSPORT STATISTICS (IWG)

Reports of the last three meetings of the IWG

Note by the secretariat

Note: The Intersecretariat Working Group on Transport Statistics (IWG) has held three meetings since the last session of the Working Party, which took place on 12 December 2001 in Paris, 6-7 February 2002 in Luxembourg and 19-20 June 2002 in Geneva. The reports of the three meetings are reproduced below.

\* \* \* \* \*

## **Minutes of the IWG meeting – 12 December 2001, Paris**

The Intersecretariat Working Group on Transport Statistics (IWG) was held on the 12 December 2001 in the ECMT premises in Paris. For the first time EUROSTAT and the ECMT computer consultants were present in order to harmonize the electronic version of the Common Questionnaire and also to solve different technical problems. The following decisions were taken

### **I. Common Questionnaire (CQ) developments**

It was decided that the new version of the CQ should be available for the September 2002 exercise and will not show a new edition number but the year of the last modification.

#### ***1. Modifications to the Rail chapter***

- a) List of Rail enterprises: each organization must, upon reception of the CQ (2000 data collection), contact its corresponding countries when they did not complete the list of rail enterprises.
- b) A meeting will be organized by Eurostat in February 2002 to agree on a definition for “railway enterprises”, modify the chapter III of the CQ (line operator, combined operator/infrastructure, management, infrastructure), create “high speed rail” variables etc. For the preparation of this meeting the ECMT will draft a proposal to modify the CQ and the UIC will make a proposal to adapt the Glossary (delete rail enterprises list, add four types of rail enterprises).
- c) The UIC suggested the following modifications to the CQ: keep the total but delete the breakdown of the variable A.V.04 (accompanied passenger car transport), keep only totals for variables A.V.05.011, 012 and 013 and make it similar to the structure of variable A.V.05.050 (tonne-kilometre).
- d) The UIC also suggested adding variables on the age of the rolling stock, but this information hardly changes from one year to another and could, then, be asked every 5 years only. It was agreed that the UIC would identify the variables that could be asked every 5 years only in the rail chapter, Eurostat would do the same for the road, ECMT for the IWW and UNECE for pipelines.

#### ***2. Modifications to the Road chapter***

- a) It was decided to change the units shown in the road equipment chapter (B.II.1.2.3) from thousands to number. This will be indicated in the cover letter of the next CQ sending in 2002, and countries will be invited to revise their data since 3 zeros will be added to it.
- b) The ECMT will check the size of the investment data for countries like Turkey, Russian Federation, etc. and see if a switch can be made from millions into thousands.
- c) Trolley buses: it has been decided to add the 2 following extra lines to the CQ variable: B.II.04.010.0 to show a breakdown by type of vehicle to the Total line: Motor coaches and buses and Trolley buses. Therefore, the variable B.II.4.04.01.31 should say “electricity (including trolley buses)” to be clear. CEMT/CS/STAT(2002)1 3

### ***3. Modifications to the Inland waterway chapter (IWW)***

ECMT will present the results of the survey done in 1998 concerning the possibility of Member States to report data according to the new classification. It was decided to check again if such a modification is possible now. The ECMT will contact France, Netherlands and Germany to know if they can supply now their IWW data according to the new classification. If this is possible, then the ECMT will send the new IWW chapter to countries to collect data according to the new classification. Eurostat should send the ECMT their IWW contacts list (especially for France, Netherlands and Germany) and UNECE should send its contact list (from Mr. Novikov).

### ***4. Modifications to the Pipeline chapter***

As decided during the last WP.6, the UNECE should present a draft questionnaire to collect data on gas pipelines. This pilot questionnaire should be sent to Member States and the results should be presented at the WP.6 in 2002.

The IWG decided then that the UNECE will present a questionnaire project at the next IWG meeting. Eurostat will make a draft of definitions for the following terms: gas pipelines, carrying capacity, gas pipeline enterprises, employment, investment expenditure on infrastructure, maintenance expenditure in infrastructure, gas pipeline transport, transit and national/international transport for gas pipelines, cubic meter, cubic meter per kilometer. The idea is to have a proposal for gas pipeline definition circulated among Member countries (eventually a selection of countries) before the WP.6 in 2002.

### ***5. Loading/unloading matrices.***

Some Member States use origin/destination instead of loading/unloading in some variables of the CQ, which creates problems when trying to harmonize data. The three organizations will try to make their Member States correct this.

### ***6. Variables to be removed.***

An attempt to define and update the CQ variable needs of the 3 organizations was launched last year. The ECMT will resend to EUROSTAT the summary document containing ECMT and UNECE identified needs and EUROSTAT will indicate in it, the variables for which there are less than 50% answers.

### ***7. Define the CQ footnotes system.***

ECMT and Eurostat should be using the same system to collect notes linked to the CQ, but that is not the case. After discussion to try to harmonize this situation, no agreement could be found, the ECMT refusing the Eurostat system and Eurostat having no more resources to make modifications to this development, since priority is given to the WEB data collection development. In front of this situation, the ECMT has to make special arrangements in its computer programme just to be able to read notes created under the Eurostat system. This situation is not at all what the ECMT considers a "common development" and wishes that an agreement will be found before the next sending of the Common Questionnaire.

### ***8. Circulation of common information.***

a) In order to ensure that the CQ is sent out in September each year without any delay, it was decided as a general rule that the IWG should have the CQ ready to be sent out by the end of

June every year. This includes common text, modifications and corresponding checks, complementary questionnaires, mailing list, definitions. CEMT/CS/STAT(2002)1 4

b) The sending of the CQ should always include the following documents: a common letter, reporting instructions, a list of the Railway enterprises and the 4 Excel spreadsheets containing the 4 CQ transport modes (rail, road, IWW and pipelines). Each organization can adapt to its needs the non common part of the text in the first two documents or attach to the sending (in separated files) additional questionnaires (rail and road accidents for Eurostat, maritime and intermodal transport for ECMT/UNECE).

c) When running the final test in June, the 3 organizations should exchange their mailing list.

**9. Status of the CVS file for exchanging/comparing data**, presented by UNECE. In order to exchange/compare series of data between the 3 organizations, the UNECE presented 3 different possible structure of CVS files.

a) The following table shows the structure of the CSV1 exchange system.

Note (text) Flag Country Indicator Year Value

FR EN DE RU

The major inconvenience of this solution is that notes used more than once should be repeated as many times as used.

b) The CSV2 exchange system represented below avoids the CSV1 problem by introducing an identification for every note. In that way, a note can be translated only once and be re-used for many data. The problem resulting from this approach is the necessity for the three organizations to agree on the numbering of the identification.

Country Indicator Year Value Note ID Flag

Note (text) Note ID

FR EN DE RU

c) The CSV3 option, as described in the table below, has been selected by the IWG for the exchange of data.

Country Indicator Year Value Flag

Note (text) Country Indicator Year

FR EN DE RU

This approach avoids the problems of the previous options and gives additional liberty of noting the data by allowing for example to put a note on a certain indicator or on a specific indicator in a specific country. CEMT/CS/STAT(2002)1 5

**10. Environmental aspects of transport.** As decided at the last WP6, Eurostat should have presented a pilot questionnaire on this topic to be examined at the IWG. Due to personnel modifications in the environment department at Eurostat, this point will be discussed when the new staff will be in place.

**11. Status of Eurostat work on the WEB.**

a) Eurostat informed the IWG on future development of the CQ on their WEB site. Eurostat confirmed that it is too early to show any proposal, but confirmed that this development is being done according to the actual CQ structure and follows the principle of a common development, so both the ECMT and UNECE will also be able to adapt and use that development.

b) The first test should be available during spring 2002. UNECE suggested to not use ORACLE, in order to allow an in-house management instead of having it in EUROSTAT. Eurostat will look into it and see if they can update two different databases (oracle and SQL server for example) in order to allow in-house management, so if the system breaks down at Eurostat, the other 2 organizations can still use it.

## **II. Glossary for Transport statistics**

### ***1. Status of the work development for the 3<sup>rd</sup> edition***

a) Rail: It was suggested to have an IWG meeting with experts, in February this year to discuss the amendments to the rail chapter. See point I.b) for details on this meeting.

b) Road: Eurostat will make a proposal to change definitions such as passenger/kilometre.

c) IWW: Eurostat will make a suggestion to modify the Glossary according to the new classification.

d) Pipelines: see decisions on point I.4.

e) Maritime and Air: Eurostat wants ECMT and UNECE to react on these proposals. ECMT and UNECE will do so at the next IWG meeting.

### ***2. Glossary future developments.***

The IWG decided to create a revised version of the actual second edition of the Glossary, but only available on the Internet (no hard paper copy). This revision should include the already agreed 4 new environment definitions on the road chapter, the road accident definitions, an index of the terms used in the Glossary and also the format should be revised in order to improve its structure numbering and have clearer header. It will also have a cover page listing the current modifications and also the ones to be included in the 3<sup>rd</sup> edition.

The 3<sup>rd</sup> edition will be done later in an electronic version and also on a hard copy, with the new cover page. It should include at least the new rail chapter, the maritime and the air transport chapters.

## **III. Road accident statistics**

The next version of the Glossary will include a road accident chapter. The next step will be to define a common road accident questionnaire. The UNECE will draft and circulate before the next meeting, a summary questionnaire including the 3 organizations needs. This document will be the starting point to define the final version of a common road accident questionnaire.

CEMT/CS/STAT(2002)1 6

## **IV. IWG developments**

It has been decided that in order to improve the inputs into its meetings, the IWG should invite to each of its sessions, two or three outside experts, country delegates, international organizations or associations to participate to its work. These experts will be chosen on a case by case basis, according to the topics to be discussed in the agenda.

The IWG will look into how to keep Member States aware of its on-going activities.

## V. UIC/IWG co-operation

All participants agreed that it is the interest of all to develop a solid and fruitful co-operation between the IWG and the UIC. However for political reasons, it is not possible to establish a formal written agreement. Both parties agreed that the conclusions of the last WP.6 were good enough to establish a good co-operation between them.

## VI. Other business

*1. Dangerous goods:* Eurostat will investigate how the classification of dangerous goods ADR, can be linked to NST 2000.

\* \* \* \* \*

## Minutes of the IWG meeting – 6-7 February 2002, Luxembourg “Revision of the Rail part of the Glossary for Transport Statistics”

Present: Mario Barreto (MB)  
Gilles Gardiol (GG)  
John Allen (JA)  
Hans Strelow (HS)  
Simo Pasi (SP)  
Susanna Garavana Aktipis (SG)

### 1st day

- The proposed agenda was adopted.
- The Group was briefed by JA on the latest developments about the Proposal for a Regulation of the European Parliament and of the Council on rail transport statistics.
- IWG discussed in detail every single definition in the Rail chapter of the Glossary, pointing out the items that had to be updated, those that had to be deleted or eventually added. Special attention has been given to the changes in the Enterprises and to include High Speed Railways. Suggestions were made by all the participants.

### 2nd day

- IWG continued the discussion on the definitions.

It was decided that:

- HS and SG, after further investigation, will prepare a first Draft of the Rail chapter of the Glossary containing all the modifications needed, to be circulated among all the participants

for comments.

- HS and SG will consolidate all the comments in order to present a Revised Rail chapter by the next IWG meeting, for further discussion.

\* \* \* \* \*

## **Minutes of the IWG meeting – 19-20 June 2002, Geneva**

Present: Mario Barreto (MB)  
Martine Campoy (MC)  
Hans Strelow (HS)  
Miroslav Jovanovic (MJ)  
Gilles Gardiol (GG) (19 June 2002)

### **Day 1: 19 June 2002**

#### **I. RAIL GLOSSARY**

The IWG discussed in detail each and every update in the Rail Glossary. MB, GG and MJ will send their contributions to HS as soon as possible. HS will consolidate comments. It was decided that:

1. HS endeavours to finalise the Glossary and to pass it on to other members of the IWG by the first week of July 2002, so that it can be sent to countries in mid-July for comments/remarks. This will make us able to a final draft and attach it to the CQ in September.
2. MB organises the translation of this part of the Glossary into French.
3. MJ organises the translation of this part of the Glossary into Russian for the WP.6 meeting in November 2002.
4. Eurostat will write a note to add to the instructions, to explain clearly that the exchange of goods is done on the basis of goods loaded/unloaded instead of goods origin/destination.

### **Day 2: 20 June 2002**

#### **II. COMMON QUESTIONNAIRE (CQ)**

HS gave a CD with the Eurostat Database Browser to MB and to MJ/MC.

Pilot questionnaire for gas pipelines: IWG noted the existence of the pilot questionnaire for gas pipelines prepared by A. Sceia and MJ, as well as serious problems that this area presents. One of the insurmountable problems is decentralised gas distribution in countries where there is no gas distribution monopoly. Germany is the case in question: There are hundreds of private local/regional gas distributors that have gas pipelines in their respective localities. It is next to

impossible to collect such data. HS will endeavour to find out the opinion of the European Commission on the issue.

WWW questionnaire is being developed by the Eurostat. A test will be done in September 2002 and each mode will be tested by a different country. It was agreed that countries doing the test would not have to complete the same mode twice (WWW and CQ). In this development, ECMT and UNECE will have the same managing level as Eurostat in order to be able to use the WWW questionnaire as our Common data collector.

It was decided that:

1. Rail part of the CQ: MB adjusts this regarding chapter numbering. Preferably before mid-August 2002.
2. Road part of the CQ: A pilot questionnaire with a change of units in the number of passenger cars (chapter B.II.03) and breakdown of trolleybuses (chapter B.II.04) will be added by ECMT.
3. Inland waterways part of the CQ: ECMT will check with NLD, DEU and FRA the possibility to report data according to the new classification. If answers are positive then ECMT will circulate a pilot questionnaire along with the CQ.
4. Pipelines part of the CQ: No changes.
5. HS will send the IWG Reporting Instructions, the list of railway enterprises and the road definitions. This will be sent together with the CQ.
6. HS will prepare Definitions for the new terminology and an additional questionnaire for maritime and intermodal transport.
7. Sending of the CQ: 16 September 2002. Deadlines for replies 20 November 2002. Reminders to be sent in January 2003.
8. Eurostat will send ECMT a CQ for random countries for test.
9. The IWG will check the reception of the CQ by circulating to each other the status of received answers.

### III. PREPARATIONS FOR THE WP.6

MJ informed the IWG about the preparations for the meeting. A draft Agenda will be available before the end of June 2002.

MB and HS suggested that each point in the agenda has a brief goal (information, discussion, adoption) and expected output, as well as to group topics in a more coherent way.

### IV. OTHER BUSINESS

Accident questionnaires. There are three separate, but similar questionnaires. ECE sends its questionnaire in June and requests replies in September. ECMT sends its questionnaire in June and requests replies in July.

It was decided that:

1. MB and HS email their questionnaires to MJ.
2. MJ compares questionnaires. Subsequently, a proposal for a common questionnaire may emerge based on proposals by MJ.

Next meeting: Unless there is an urgent need for a meeting, the next meeting will take place on 28 November 2002 in Geneva following the 53<sup>rd</sup> session of the WP.6.

---