

Definitions selected from the;

Eurostat/ECMT/UNECE GLOSSARY FOR TRANSPORT STATISTICS

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B. ROAD TRANSPORT

B.I. INFRASTRUCTURE

B.I-01. Road

Line of communication (travelled way) using a stabilized base other than rails or air strips open to public traffic, primarily for the use of road motor vehicles running on their own wheels.

Included are bridges, tunnels, supporting structures, junctions, crossings and interchanges. Toll roads are also included. Excluded are dedicated cycle paths.

B.I-02. Road network

All roads in a given area.

B.I-03. Category of road

Classification of the road network according to a) administration responsible for its construction, maintenance and/or operation; b) according to design standards or, c) according to the users allowed to have access on the road.

B.I-04. Motorway

Road, specially designed and built for motor traffic, which does not serve properties bordering on it, and which:

(a) is provided, except at special points or temporarily, with separate carriageways for the two directions of traffic, separated from each other, either by a dividing strip not intended for traffic, or exceptionally by other means;

(b) does not cross at level with any road, railway or tramway track, or footpath;

(c) is specially sign-posted as a motorway and is reserved for specific categories of road motor vehicles.

Entry and exit lanes of motorways are included irrespectively of the location of the sign-posts. Urban motorways are also included.

B.I-05. Urban road

A road within the boundaries of a built-up area, which is an area with entries and exits specially sign-posted as such.

B.I-06. E road

The international "E" network consists of a system of reference roads as laid down in the European Agreement on Main International Arteries, Geneva, 15 November 1975 and its amendments.

B.I-07. Carriageway

Part of the road intended for the movement of road motor vehicles; the parts of the road which form a shoulder for the lower or upper layers of the road surface are not part of the roadway, nor are those parts of the road intended for the circulation of road vehicles which are not self-propelled or for the parking of vehicles even if, in case of danger, they may occasionally be used for the passage of motor vehicles. The width of a carriageway is measured perpendicularly to the axis of the road.

B.I-08. Lane

One of the longitudinal strips into which a carriageway is divisible, whether or not defined by longitudinal road markings, which is wide enough for one moving line of motor vehicles other than motor cycles.

B.I-09. Tramway

Line of communication made up by a pair of rails designed for use by trams (street cars).

This includes both tramway laid down on the road used by other road motor vehicles as well as tramway running separately from the road.

B.II. TRANSPORT EQUIPMENT (VEHICLES)

B.II-01. Road vehicle

A vehicle running on wheels and intended for use on roads.

B.II-02. Stock of road vehicles

Number of road vehicles registered at a given date in a country and licensed to use roads open to public traffic.

This includes road vehicles exempted from annual taxes or license fees; it also includes imported second-hand vehicles and other road vehicles according to national practices. The statistics should exclude military vehicles.

B.II-03. National road vehicle

A road vehicle registered in the reporting country and bearing registration plates of that country, or having been separately registered (trams, trolleybuses, etc.).

Where registration of a road vehicle does not apply in a specific country, a national road vehicle is a vehicle owned or leased by a company tax resident in that country.

B.II-04. Foreign road vehicle

A road vehicle registered in a country other than the reporting country and bearing registration plates of that foreign country.

B.II-05. Road motor vehicle

A road vehicle fitted with an engine whence it derives its sole means of propulsion, which is normally used for carrying persons or goods or for drawing, on the road, vehicles used for the carriage of persons or goods.

The statistics exclude motor vehicles running on rails.

B.II-06. Passenger road vehicle

A road vehicle designed, exclusively or primarily, to carry one or more persons.

Vehicles designed for the transport of both passengers and goods should be classified either among the passenger road vehicles or among the goods road vehicles, depending on their primary purpose, as determined either by their technical characteristics or by their category for tax purposes.

B.II-07. Cycle

A road vehicle which has two or more wheels and is propelled solely by the muscular energy of the persons on that vehicle, in particular by means of a pedal system, lever or handle (e.g. bicycles, tricycles, quadricycles and invalid carriages).

B.II-08. Passenger road motor vehicle

A road motor vehicle, exclusively designed or primarily, to carry one or more persons.

Vehicles designed for the transport of both passengers and goods should be classified either among the passenger road vehicles or among the goods road vehicles, depending on their primary purpose, as determined either by their technical characteristics or by their category for tax purposes.

B.II-09. Types of passenger road motor vehicle

These vehicles may be classified according to the type of energy used by the motor, the main ones being:

- Gasoline (petrol)
- Diesel
- Gas-powered
- Electricity
- Other

B.II-10. Moped

Two- or three-wheeled road vehicle which is fitted with an engine having a cylinder capacity of less than 50cc (3.05 cu.in) and a maximum authorized design speed in accordance with national regulations.

B.II-11. Motorcycle

Two-wheeled road motor vehicle with or without side-car, including motor scooter, or three-wheeled road motor vehicle not exceeding 400 kg (900 lb) unladen weight. All such vehicles with a cylinder capacity of 50 cc or over are included, as are those under 50 cc which do not meet the definition of moped.

B.II-12. Passenger car

Road motor vehicle, other than a motor cycle, intended for the carriage of passengers and designed to seat no more than nine persons (including the driver).

The term "passenger car" therefore covers microcars (need no permit to be driven), taxis and hired passenger cars, provided that they have fewer than ten seats. This category may also include pick-ups.

B.II-13. Caravan

Road vehicle not intended for the carriage of passengers and/or goods and designed to be hauled by passenger car.

The term caravan, therefore, includes road vehicles intended mainly for recreational purposes.

B.II-14. Motor-coach or bus

Passenger road motor vehicle designed to seat more than nine persons (including the driver).

Statistics also include mini-buses designed to seat more than 9 persons (including the driver).

B.II-15. Trolleybus

Passenger road vehicle designed to seat more than nine persons (including the driver), which is connected to electric conductors and which is not rail-borne.

This term covers vehicles which are sometimes used as trolleybuses and sometimes as buses (since they have an independent motor).

B.II-16. Tram (street-car)

Passenger road vehicle designed to seat more than nine persons (including the driver), which is connected to electric conductors or powered by diesel engine and which is rail-borne.

B.II-17. Number of seats/berths in motor coaches, buses and trolleybuses

Number of seats/berths, including the driver's, available in the vehicle when it is performing the service for which it is primarily intended.

In case of doubt, the highest number of seats/berths available should be taken into account.

B.II-18. Goods road vehicle

Road vehicle designed, exclusively or primarily, to carry goods.

Vehicles designed for the transport of both passengers and goods should be classified either among the passenger road vehicles or among the goods road vehicles, depending on their primary purpose, as determined either by their technical characteristics or by their category for tax purposes.

B.II-19. Types of body of goods road vehicle

Classification of goods road vehicles by types of their superstructures. The following classification of types of bodies of goods road vehicles are considered:

- Ordinary open box (1)
 - with cover
 - flat
 - Tipper (2)
- Tanker (3)
 - solid bulk
 - liquid bulk
- Temperature controlled box (4)
- Other closed box (5)
- Skeletal container and swap-body transporter (6)
- Livestock transporter (7)
- Others (8)

B.II-20. Goods road motor vehicle

Any single road motor vehicle designed to carry goods (lorry), or any coupled combination of road vehicles designed to carry goods, (i.e. lorry with trailer(s), or road tractor with semi-trailer and with or without trailer).

B.II-21. Lorry

Rigid road motor vehicle designed, exclusively or primarily, to carry goods.

This category includes vans which are rigid road motor vehicles designed exclusively or primarily to carry goods with a gross vehicle weight of not more than 3 500 kg. This category may also include "pick-ups".

B.II-22. Road tractor

Road motor vehicle designed, exclusively or primarily, to haul other road vehicles which are not power-driven (mainly semi-trailers).

Agricultural tractors are excluded.

B.II-23. Agricultural tractors

Motor vehicle designed exclusively or primarily for agricultural purposes whether or not permitted to use roads opened to public traffic.

B.II-24. Trailer

Goods road vehicle designed to be hauled by a road motor vehicle.

This category exclude agricultural trailers and caravans.

B.II-25. Agricultural trailer

Trailer designed exclusively or primarily for agricultural purposes and to be hauled by agricultural tractor, whether or not permitted to use roads opened to public traffic.

B.II-26. Semi-trailer

Goods road vehicle with no front axle designed in such way that part of the vehicle and a substantial part of its loaded weight rests on the road tractor.

B.II-27. Articulated vehicle

Road tractor coupled to a semi-trailer.

B.II-28. Road train

Goods road motor vehicle coupled to a trailer

Articulated vehicle with a further trailer attached is included.

B.II-29. Special purpose road vehicle

Road vehicle designed for purposes other than the carriage of passengers or goods.

This category includes e.g. fire brigade vehicles, ambulances, mobile cranes, self-propelled rollers, bulldozers with metallic wheels or track, vehicles for recording film, radio and TV programmes, mobile library vehicles, towing vehicles for vehicles in need of repair, and other road vehicles not specified elsewhere.

B.II-30. Load capacity

Maximum weight of goods declared permissible by the competent authority of the country of registration of the vehicle.

B.II-31. Gross vehicle weight (Legally permissible maximum weight)

Total of the weight of the vehicle (or combination of vehicles) including its load when stationary and ready for the road declared permissible by the competent authority of the country of registration.

This includes the weight of the driver and of all persons carried at the same time.

B.II-32. Age of road vehicle

Length of time after the first registration of the road vehicle, irrespective of the registering country.

B.II-33. Cylinder capacity

The cylinder capacity of the engine as certified by the competent authority of the country of registration.

B.II-34. Unladen vehicle weight

The unladen weight of the vehicle as certified by the competent authority of the country of registration.

B.II-35. Motor energy

The principal type of motor energy used by the vehicle as certified by the competent authority of the country of registration.

For hybrid or dual-fuelled vehicles adapted for using more than one type of motor energy (e.g. LPG and petrol, or electricity and diesel, etc.), the principal type of motor energy should be, where possible, an alternative fuel.

B.II-36. Alternative fuel

A type of motor energy other than the conventional fuels, petrol and diesel.

Alternative fuels include electricity, LPG, natural gas (NGL or CNG), alcohols, mixtures of alcohols with other fuels, hydrogen, biofuels (such as biodiesel), etc. (This list is not exhaustive.) Alternative fuels do not include unleaded petrol, reformulated petrol or city (low-sulphur) diesel.

B.III. ENTERPRISES, ECONOMIC PERFORMANCE AND EMPLOYMENT

NOT INCLUDED HERE.

B.IV. TRAFFIC

B.IV-01. Road traffic

Any movement of a road vehicle on a given network.

When a road vehicle is being carried on another vehicle, only the movement of the carrying vehicle (active mode) is considered.

B.IV-02. Road traffic on national territory

Any movement of road vehicles within a national territory irrespective of the country in which these vehicles are registered.

B.IV-03. Empty road traffic

Any movement of a road vehicle for which the gross-gross weight of goods carried including that of equipment such as containers, swap bodies and pallets is nil; as well as any movement of motor-coaches, buses, trolleybuses and trams without any passenger.

The movement of a road vehicle carrying empty equipment such as containers, swap bodies and pallets is not considered as empty journey.

B.IV-04. Urban road traffic

Traffic carried out on urban roads or tramways.

Proportions of a through journey involving a relatively short passage over urban roads are not counted as urban traffic.

B.IV-05. Road journey

A movement of a road vehicle from a specified point of origin to a specified point of destination.

A journey can be divided into a number of sections or stages.

B.IV-06. Vehicle-kilometre

Unit of measurement representing the movement of a road motor vehicle over one kilometre.

The distance to be considered is the distance actually run. It includes movements of empty road motor vehicles. Units made up of a tractor and a semi-trailer or a lorry and a trailer are counted as one vehicle.

B.IV-07. Tonne-kilometre offered

Unit of measure representing the movement of one tonne available in a road goods vehicle when performing services for which it is primarily intended over one kilometre.

The distance to be considered is the distance actually run.

B.IV-08. Seat-/Standing place-kilometre offered

Unit of measure representing the movement of one seat/authorized standing place available in a road vehicle when performing the service for which it is primarily intended over one kilometre.

The distance to be considered is the distance actually run.

B.IV-09. Entry of a road vehicle

Any loaded or empty road motor vehicle which entered the country by road.

If a road motor vehicle is entering the country by another mode of transport, only the active mode is considered to have entered that country.

B.IV-10. Exit of a road vehicle

Any loaded or empty road motor vehicle which leaves the country by road.

If a road motor vehicle is leaving the country by another mode of transport, only the active mode is considered as leaving that country.

B.IV-11. Transit of road vehicle

Any loaded or empty road motor vehicle, which enters and leaves the country at different points by whatever means of transport, provided the total journey within the country is by road and that there is no loading or unloading in the country.

Road motor vehicles loaded/unloaded at the frontier of that country onto/from another mode of transport are included.

B.V. TRANSPORT MEASUREMENT

B.V-01. Road transport

Any movements of goods and/or passengers using a road vehicle on a given road network.

When a road vehicle is being carried on another vehicle, only the movement of the carrying vehicle (active mode) is considered.

B.V-02. National road transport

Road transport between two places (a place of loading/embarkation and a place of unloading/ disembarkation) located in the same country irrespective of the country in which the vehicle is registered. It may involve transit through a second country.

B.V-03. Road cabotage transport

National road transport performed by a motor vehicle registered in another country.

B.V-04. International road transport

Road transport between two places (a place of loading/embarkation and a place of unloading/disembarkation) in two different countries. It may involve transit through one or more additional country or countries.

B.V-05. Cross-trade road transport

International road transport performed by a road motor vehicle registered in a third country.

A third country is a country other than the country of loading/embarkation or than the country of unloading/disembarkation.

B.V-06. Road transit

Road transport through a country between two places (a place of loading and a place of unloading) both located in another country or in other countries provided that the total journey within the country is by road and that there is no loading and unloading in that country.

Road motor vehicles loaded/unloaded at the frontier of that country onto/from another mode of transport are included.

B.V-07. Urban road transport

Transport carried out on urban roads or tramways.

Only transport mainly or solely performed on urban roads is considered to be urban transport.

B.V-08. Road passenger

Any person who makes a journey by a road vehicle. Drivers of passenger cars, excluding taxi drivers, are counted as passengers. Service staff assigned to buses, motor coaches, trolleybuses, trams and goods road vehicles are not included as passengers.

B.V-09. Road passenger-kilometre

Unit of measure representing the transport of one passenger by road over one kilometre.

The distance to be taken into consideration is the distance actually travelled by the passenger.

B.V-10. Purpose of road passenger journeys

The reasons for undertaking the journey are:

- Work and education (commuting)
- Business
- Holidays (vacation)
- Other (shopping, leisure, family)

B.V-11. Road passenger embarked

Passenger who boards a road vehicle to be conveyed by it.

A transfer from one road vehicle to another is regarded as embarkation after disembarkation.

B.V-12. Road passenger disembarked

A passenger alighting from a road vehicle after having been conveyed by it.

A transfer from one road vehicle to another is regarded as disembarkation before re-embarkation.

B.V-13. Road passenger transport link

The combination of the place of embarkation and the place of disembarkation of the passengers conveyed by road whichever itinerary is followed.

Places are defined by using international classification systems such as NUTS (Nomenclature of Territorial Units for Statistics - Eurostat).

B.V-14. Place of embarkation

The place taken into account is the place where the passenger boarded a road vehicle to be conveyed by it.

A transfer from one road vehicle to another is regarded as embarkation after disembarkation.

B.V-15. Place of disembarkation

The place taken into account is the place where the passenger alighted from a road vehicle after having been conveyed by it.

A transfer from one road vehicle to another is regarded as disembarkation before re-embarkation.

B.V-16. Goods carried by road

Any goods moved by road goods vehicles.

This includes all packaging and equipment such as containers, swap-bodies or pallets.

B.V-17. Weight

The weight to be taken into consideration is the gross-gross weight of goods.

This includes the total weight of the goods, all packaging, and tare-weight of the container, swap-body and pallets containing goods. When this tare-weight is excluded, the weight is gross weight.

B.V-18. Tonne-kilometre by road

Unit of measure of goods transport which represents the transport of one tonne by road over one kilometre.

The distance to be taken into consideration is the distance actually run.

B.V-19. Types of goods carried by road

The categories of goods carried by road are those defined by the NST/R nomenclature (Standard Goods Nomenclature for Transport Statistics/revised - Eurostat) or the CSTE nomenclature (Commodity Classification for Transport Statistics in Europe - UNECE).

B.V-20. Dangerous goods

The classes of dangerous goods carried by road are those defined by the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR).

B.V-21. Goods loaded

Goods placed on a road vehicle and dispatched by road.

Transshipment from one goods road vehicle to another or change of the road tractor are regarded as loading after unloading.

B.V-22. Goods unloaded

Goods taken off a road vehicle after transport by road.

Transshipment from one goods road vehicle to another or change of the road tractor are regarded as unloading before reloading.

B.V-23. Goods having left the country by road (other than goods in transit by road throughout)

Goods which having been loaded on a road vehicle in the country, left the country by road and were unloaded in another country.

B.V-24. Goods having entered the country by road (other than goods in transit by road throughout)

Goods which, having been loaded on a road vehicle in another country, entered the country by road and were unloaded there.

B.V-25. Goods in transit by road throughout

Goods which entered the country by road and left the country by road at a point different from the point of entry, after having been carried across the country in the same goods road motor vehicle.

Transshipment from one goods road vehicle to another or change of the road tractor are regarded as loading/unloading.

B.V-26. Goods road transport link

The combination of the place of loading and the place of unloading of the goods transported by road whichever itinerary is followed.

Places are defined by using international classification systems such as NUTS (Nomenclature of Territorial Units for Statistics - Eurostat).

B.V-27. Place of loading

The place taken into account for loading is the place where the goods were loaded on a goods road motor vehicle or where the road tractor has been changed.

B.V-28. Place of unloading

The place taken into account is the place where the goods were unloaded from a goods road motor vehicle or where the road tractor has been changed.