

INTERSECRETARIAT WORKING GROUP (IWG)

Minutes of the Intersecretariat Working Group meeting

(24 April 2009, Paris)

Prepared by the IWG

The Intersecretariat Working Group on Transport Statistics (IWG) met on 24 April 2009 at the ITF premises in Paris. Were present at the meeting, Mr. Strelow from EUROSTAT, Mr. Sid' Ahmed from UNECE and Mr. Barreto from the ITF. The three main items of the agenda to be discussed were the WEBCOQ, the 4th edition of the Glossary and the Long Road Accident Statistics. The following decisions were taken.

I. Adoption of the Agenda

The Agenda was adopted by the three organisations.

II. Common Questionnaire

1. The WEBCOQ tool.

The IWG opened in November 2008 the new edition of the WEB version of the Common Questionnaire (WEBCOQ) to collect data up to 2007. This new edition includes format changes to make the application more user-friendly and also took into account most of the suggestions and comments Eurostat received on last year's version. It was well received by countries; however some have not yet completed it. The IWG will contact those countries to see how we could help them to complete the WEBCOQ. So far no major bugs were reported.

2. Status of the 2008 WEBCOQ

Until 29th May, 34 countries out of 56, have completed at least one part of the WEBCOQ. Most of the answers came from EU countries (missing countries are: ALB, AND, ARM, AZE, BIH, BLR, CHE, DNK, GEO, ISR, KAZ, KGZ, MCO, MDA, MLT, MNE, SMR, TJK, TKM, TUR, UKR and UZB). The IWG will have to investigate to understand better the reason why some countries did not completed the WEBCOQ, although it is suspected

that when the application will be available in French, German and Russian, response rates will improve.

3. Pilot questionnaires

Five pilot questionnaires are underway:

- 3.1: Road vehicle-km: The workshop on road traffic organised by the UNECE suggested creating a pilot questionnaire to collect relevant statistics to analyse road traffic. Eurostat has almost finalised this pilot which contains quite a lot of information.
- 3.2: Road: This is meant to add to the Common Questionnaire in the road infrastructure chapter two variables “urban roads” and “non urban road”. This will be done directly in the next edition of the WEBCOQ, without going through our normal pilot questionnaire procedure.
- 3.3: Rail: This is meant to add to the Common Questionnaire variables linked to high speed trains and intermodal wagons.
- 3.4: Buses and coaches: The workshop on buses and coaches transport organised by the UNECE suggested creating a pilot questionnaire that will be presented at the next WP6.
- 3.5: Gas pipelines: The IWG would like to suggest at the WP6, to organise a task force similar to the ones on V-km and Buses & coaches, to try to draft a questionnaire on gas pipelines and move forward on this topic. It seems essential to have for this task force, participants from USA, Russia, Norway but also Gas industry experts such as Eurogas and Gasprom ...).

4. Schedule and Timing

For all actions linked to the WEBCOQ, the IWG suggested the following schedule:

- WEBCOQ: it will be open in June 2009 to collect data up to 2008 and it will include the short RAS.
- Long RAS variables to be completed by non EU countries in September 2009. Data for EU countries will come from the CARE Database and will be supplied to the UNECE and ITF, by EUROSTAT.
- V-km: the pilot will be available on the WEB and open in June 2009.
- Road and rail variables will be added to the WEBCOQ in June 2009
- Buses & coaches: the questionnaire will be presented in June at the WP6 for approval.
- Gas pipelines: no timing can be set up before the project is presented at the WP6 and volunteers for a task force are founded.

III. The Long Road Safety Questionnaire (Long RAS)

To include smoothly the Long RAS in the WEBCOQ is not straight forward. There are different options which imply different technical solutions. We could have for example in the WEBCOQ:

- A short RAS and also a long RAS separately, but this means that some variables will be duplicated and countries will have to complete them twice.
- A short RAS and a long RAS where duplicated variables would be deleted, but that makes the Long RAS misleading.
- A long RAS only and EU member countries would complete only variables from the short RAS. The rest of the variables coming from the CARE database. The list of short RAS variables has to be put somewhere

Eurostat will study the possibility to have in the WEBCOQ two sub categories, short RAS and long RAS, which will display on the screen the corresponding variables. Once you completed the short RAS then those variables will be updated in the long RAS, and vice versa. This should be the solution to duplication.

Eurostat will send to the UNECE and ITF the corresponding data from the CARE database. The UNECE will send to Eurostat a copy of the long RAS to check with CARE how they can extract and supply us with these data and their corresponding codes.

IV. The 4th Edition of the Glossary

1. Status of latest corrections

Since its adoption at the end of last year, there have been corrections done to the 4th edition of the Glossary. Therefore Eurostat will send UNECE and ITF a list of all modifications and corrections since the Glossary was sent to translation. Translated versions will have to be amended accordingly.

2. Language version, status and dissemination

In CIRCA, there are draft versions of all EU languages. The UNECE is in charge of the Russian version.

3. Printed versions

Only the illustrated version of the Glossary will be printed on paper and it will be available in 4 languages. First we will do the English version and then the French, German and Russian ones.

The ITF will be in charge of printing the Glossary; however it representative will have to check if it will be possible to import all pictures from the English version into the other ones.

Eurostat said they needed 1000 copies in English, 400 in French, 300 in Russian and 200 in German.

4. 5th Edition

The UNECE will centralise any amendment, change or correction suggested for the 5th edition. They will be put into a document that they will send to the other organisations. If need be, the IWG will prepare a Web amended version every two years and a printed version every five years.

V. UNECE WP6

The IWG sorted out the details of its implication in the WP6.

VI. The role of the IWG

A few years ago there was a mission statement that was drafted to define the role of the IWG, and the 3 organisations try to stick to it (see annex 1). However, to be sure that the IWG is on the right tracks and does answer to member countries transport statistics needs, there should be in IWG meetings one or more country experts or an industry person specialised in specific topics of the Agenda. This is for self improvement of the IWG.

The IWG should also try to improve questionnaire response rates. It was then suggested to have a workshop devoted mainly to countries which do not complete the WEBCOQ and would be hosted preferably in one of them. It is meant to understand why those countries do not answer to questionnaires and what kind of problems they are facing. This workshop would also include a WEBCOQ practice session open to any UNECE country as well as a discussion session about the content of the WEBCOQ to see what is needed and what should be deleted or added.

VII. Presentation of the activities of the 3 organisations.

Eurostat informed the IWG of the new reorganisation with a new organigram.

VIII. Other Business

At the next WP6, the IWG will agree on an agenda for its next meeting and who to invite

ANNEX 1

The mission statement reproduced below has been approved by the Working Party on Transport Statistics (WP.6) at its fifty-second session (14-16 November 2001).

**Eurostat /UNECE /ECMT
Intersecretariat Working Group
on Transport Statistics (IWG)
MISSION STATEMENT**

The IWG should contribute to the development of a coordinated statistical system for transport, in order for users to have access to high quality data.

This should be achieved by:

- Leading the development towards harmonized definitions (as contained in the Glossary for Transport Statistics) and classifications, encouraging their use and keeping track of exceptions in the use of them.
- Reducing the burden on the countries by coordinating and limiting common data collection.
- Developing and improving the Common Questionnaire for Transport Statistics and promoting it as the main tool for common collection of transport statistical data.
- Ensuring that their respective organizations make data available to member countries as well as other organizations.
- Cooperating with specialized and professional organizations with expertise in the transport domain.
- Following and supporting methodological work in transport statistics and in adjacent areas that might influence transport statistics.
- External transport statistics collectors/ providers/ users profit from the work done within the framework of the IWG.
- Encouraging countries to share best practices

The IWG is composed of one or more representatives from Eurostat, UNECE and ECMT. Experts from countries or organizations may be invited to participate in the work.

The Member States will deal with any major decisions in the context of the UNECE WP.6 meeting whereas any implementation or other decisions should be made by the IWG itself.

The IWG should meet at least twice a year with Eurostat, UNECE and ECMT alternating as hosts and chairpersons.
