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Working Party on Transport Statistics

Sixty-sixth session

Geneva, 17–19 June 2015

Report of the Working Party on Transport Statistics on its sixty-sixth session

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I. Attendance

1. The Working Party on Transport Statistics held its sixty-sixth session from 17 to 19 June 2015 in Geneva under the chairmanship of Mrs. O. Kastlova (Czech Republic).
2. The session of the Working Party was attended by the following countries: Belgium; Czech Republic; Denmark; Germany; Netherlands; Poland; Russian Federation; Slovakia; Sweden; Switzerland and the United Kingdom of Great Britain and Northern Ireland.
3. Representatives of the European Union (EU) were also present (DG MOVE, and Eurostat). The following intergovernmental organizations were represented: Eurasian Economic Commission; European Railway Agency (ERA); Danube Commission and the International Transport Forum (ITF). India participated at the invitation of the secretariat.

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.6/168

4. The Working Party adopted the provisional agenda prepared by the secretariat (ECE/TRANS/WP.6/168).

III. UNECE Inland Transport Committee and its subsidiary bodies (agenda item 2)

Documentation: ECE/TRANS/248

5. The Working Party took note of the results of the seventy-seventh session of the Inland Transport Committee (ITC) (24–26 February 2015), in particular about its considerations and decisions on the 2015 E-Road and E-Rail traffic censuses, as well as of any other activities of its subsidiary bodies and the UNECE secretariat of interest to the Working Party.
6. The Working Party was informed about the meeting of the Chairs of the Committee's subsidiary bodies during the last ITC session.
7. The Working Party was informed that the ITC approved as a whole the report and related activities of the Working Party on Transport Statistics in 2014 (ECE/TRANS/WP.6/167).
8. The Working Party took note of the achievements of the United Nations project for future inland transport systems (ForFITS).

IV. Data collection, methodological development and harmonization of transport statistics (agenda item 3)

A. Classification system for transport statistics

Documentation: ECE/TRANS/WP.6/2015/6, Informal document WP.6 No. 1 (2015)

9. The Working Party took note of the informal document WP.6 No. 1 (2015) on the correspondence between classification systems.

10. The Working Party considered and adopted the report of the Task force on classification held at the Ministry of Transport of the Czech Republic (Prague) on 6–7 November 2014 (ECE/TRANS/WP.6/2015/6).

11. Delegates were invited to inform the Working Party of their experiences on the use of NST 2007 at the next session. The secretariat welcomes any questions, requests or comments concerning the classification.

B. Glossary for Transport Statistics

Documentation: Informal document WP.6 No. 2 (2015), Informal document WP.6 No. 3 (2015)

12. The Working Party was informed about the linguistic versions of the Glossary for Transport Statistics (fourth edition).

13. The Working Party considered a proposal submitted by ERA on amendments relating to the definitions of “running track”, “line” and “railway network” (informal document WP.6 No. 2 (2015)). Member States were invited to report on the situation in their country by the end of September 2015.

14. Member States were invited to provide information on the breakdown of road networks in their respective countries.

15. The Working Party decided to continue the work on the definition of “2 + 1 Road”. Eurostat will be the focal point for this task and the Working Party will review the results for its next session.

16. The Working Party invited all member States to submit suggestions for improvements or/and additions to the Glossary.

C. Common Questionnaire

Documentation: ECE/TRANS/WP.6/2015/1, ECE/TRANS/WP.6/2015/2, ECE/TRANS/WP.6/2015/3

17. The Working Party took note of the availability of data collected through the Common Questionnaire for transport statistics.

18. The Working Party adopted a consolidated version of the streamlined Common questionnaire (ECE/TRANS/WP.6/2015/1, ECE/TRANS/WP.6/2015/2, ECE/TRANS/WP.6/2015/3).

19. The Working Party invited the IWG to clarify some concepts in the Common questionnaire raised by DG MOVE and delegates were encouraged to participate in this exercise by sending their comments to the secretariat.

20. The Working Party invited all member States to participate more actively in the data collection through the web Common Questionnaire.

D. Road traffic accident statistics and rail traffic accidents statistics

21. The Working Party took note of the status of availability of data on road traffic accidents and was informed about the progress, including the questionnaire on road traffic accidents in the Web Common Questionnaire.

22. The Working Party decided to follow the work on the definition of “seriously injured” within EU and cooperate with the aim to harmonize it on the UNECE level.
23. The Working Party took note of the main indicators on rail traffic accidents collected by ERA.
24. The Working Party decided to keep this issue on its agenda.

E. Pilot questionnaire on road traffic performance

Documentation: Informal document WP.6 No. 4 (2015)

25. The Working Party adopted table 3 of the pilot questionnaire on road traffic performance (see the Annex).

F. Intermodal transport statistics

26. The Working Party took note of the results of the Eurostat Task Force on intermodal transport.
27. The Working Party invited the secretariat to follow the work of the Eurostat’s Task Force on intermodal transport statistics and to report on it at the next session of the Working Party.

V. Traffic censuses in the United Nations Economic Commission for Europe region (agenda item 4)

A. 2015 E-Road traffic census

Documentation: ECE/TRANS/240, annex II, ECE/TRANS/WP.6/2013/4 and Corr.1

28. The Working Party invited all member States to implement the resolution on the census adopted by the UNECE Inland Transport Committee in 2014 (ECE/TRANS/240, annex II) and the recommendations to governments related to this census (ECE/TRANS/WP.6/2013/4 and Corr.1).
29. The Working Party asked the secretariat to dedicate more resources for the dissemination of the E-Road traffic census results, in particular, the pan-European map.

B. 2015 E-Rail traffic census

Documentation: ECE/TRANS/240, annex III, ECE/TRANS/WP.6/2013/5

30. The Working Party invited all member States to implement the resolution on the census adopted by the UNECE Inland Transport Committee in 2014 (ECE/TRANS/240, annex III) and the recommendations to governments related to this census (ECE/TRANS/WP.6/2013/5).
31. The Working Party asked the secretariat to dedicate more resources for the dissemination of the E-Rail traffic census results, in particular, the pan-European map.

VI. Dissemination of transport statistics by the United Nations Economic Commission for Europe (agenda item 5)

32. The Working Party took note of the work on the UNECE transport statistics database and the status of the publications: Statistics for Road Traffic Accidents in Europe and North America (RAS) and the “UNECE Transport Statistics for Europe and North America” (former Annual Bulletin of Transport Statistics for Europe and North America (ABTS)) and the timeframe for their publication.

VII. Intersecretariat Working Group on Transport Statistics (IWG) (agenda item 6)

33. The Working Party took note of the IWG activities during the past year.

VIII. Statistical activities of international organizations (agenda item 7)

A. European Commission (DG MOVE)

34. The representative of DG MOVE informed the Working Party about the developments in the Community transport policy and their statistical implications. He noted the increasing attention on the development and deployment of alternative fuels. A comprehensive communication on the decarbonisation of the transport sector, reflecting the 2030 targets, is under preparation.

35. He invited the IWG to clarify some concepts used in the Common Questionnaire: “Passenger-km by buses and coaches”, “Trips vs journey”, “Vans”, and “Passenger traffic”. For “passenger-km by buses and coaches”: do they include urban and interurban buses? Do they include trolleybuses? “Trips vs journey”: are they synonyms or do they have a more specific meaning? “Vans”: vans may be light goods vehicle or sometimes used for passenger transport. The glossary considers them as passenger cars «if primarily used for passenger transport» but is it possible in practice to draw a line between passenger and freight use? “Passenger traffic”: what is reported in the passenger-km? Mobility by residents within the territory, or also by non-residents? Are there transit components?

36. The representative of the DG MOVE (CARE secretariat) explained the new approach for “seriously injured” and the Abbreviated Injury Scale (AIS) severity score: on an ordinal scale of 1-6, with one indicating a minor injury and six being maximal (currently untreatable). An AIS code of 9 is used to describe injuries when not enough information is available for more detailed coding. The Maximum AIS (MAIS) indicates the most severe injury that a patient sustains.

B. European Commission (Eurostat)

37. The representative of Eurostat informed the Working Party about the activities of her organization and the main objectives of their programme of work, in particular: the implication of the amended Regulation 223, the extension of the European Programme 2018–2020, the project on emissions, the modal split, the Task Force on Road Freight and the passenger mobility project.

38. The main objectives of the passenger mobility project are: to establish guidelines for harmonized passenger mobility surveys, to develop EU policy relevant indicators on passenger mobility, to finance with grants pilot surveys, to collect the established indicators, and to provide to DG MOVE with harmonized passenger mobility data relevant to EU/White paper policies.

39. The Working Party was also informed about the Safety Project carried out by Eurostat.

C. International Transport Forum (ITF)

40. The representative of ITF reported on the results of the annual Summit in Leipzig (Germany, 27–29 May 2015). He also informed the Working Party about the follow-up to the ITF Statistics Meeting (1–2 April 2015). ITF will produce a summary document to explain the benefits of Transport satellite accounts and will launch a survey to evaluate the interest for this topic.

D. Danube Commission

41. The representative of the Danube Commission informed the Working Party about recent activities carried out in her organization.

E. European Railways Agency (ERA)

42. The representative of the ERA presented the safety statistics at the European Railway Agency.

F. Indian Railways

43. At the invitation of the secretariat, the representative of Indian Railways presented the Integrated Coaching Management System for the railways in his country.

IX. Programme of work, biennial evaluation for 2016–2017 (agenda item 8)

A. Draft Programme of work and biennial evaluation for 2016–2017

Documentation: ECE/TRANS/WP.6/2015/4

44. In accordance with the decision of the ITC to review its programme of work every 2 years, (ECE/TRANS/200, para. 120), the Working Party reviewed and adopted its programme of work for 2014–2015 as well as the relevant parameters allowing for its biennial evaluation as contained in document ECE/TRANS/WP.6/2013/6.

B. Draft work plan for 2016–2020

Documentation: ECE/TRANS/WP.6/2015/5

45. As requested by the ITC Bureau on 20 June 2011, the Working Party reviewed and adopted its traditional 4-year work plan for 2014–2018 as contained in document ECE/TRANS/WP.6/2013/7.

X. Other business (agenda item 9)**A. Rail productivity indicators**

Documentation: ECE/TRANS/SC.2/2014/6

46. The Working Party took note of a document on rail productivity indicators submitted by the secretariat of the UNECE Working Party on Rail Transport.

B. Date of next session

47. The Working Party decided to hold its next session on 25–27 May 2016.

C. Information on upcoming meetings on transport statistics

48. The Working Party took note of preliminary dates and venues of meetings in 2015–2016:

Task Force on Intermodal Transport Statistics (Eurostat)	21–22 September 2015
Working Group on Rail Statistics (Eurostat)	1–2 October 2015
Working Group on Inland Waterways Statistics (Eurostat)	5–6 November 2015
Coordinating Group for Statistics on Transport (CGST, Eurostat)	10–11 December 2015
ITF Statistics Meeting	March 2016
UNECE Working Party on Transport Statistics (WP.6)	25–27 May 2016
Coordination Committee for Statistics on Transport (Eurostat)	December 2016

XI. Summary of decisions (agenda item 10)

49. As agreed and in line with the decision of ITC (ECE/TRANS/156, para. 6), the secretariat, in cooperation with the Chair, has prepared this report.

Annex

Table 3
Road traffic on all territories for national vehicles by type and age of vehicle
(million vehicle kilometres)

<i>Type of Vehicle</i>	<i>Road traffic by age of vehicle</i>					
	<i>Total</i>	<i>Under 2 years</i>	<i>2 years up to under 5 years</i>	<i>5 years up to under 10 years</i>	<i>10 years up to under 20 years</i>	<i>20 years and above</i>
Total (a+b+c+d+e+f)						
a) Passenger cars (total)						
Petrol						
Diesel						
Bi-fuel Petrol/LPG						
Bi-fuel Petrol/CNG						
Petrol hybrid (plug-in or not)						
Diesel hybrid (plug-in or not)						
Pure electric						
Flex-fuel						
Unknown						
b) Buses, trolleybuses and motor coaches (total)						
Buses						
Diesel						
Diesel-hybrid						
LPG						
CNG						
Pure electric						
Other fuel						
Trolleybuses						
Coaches						
Diesel						
Other fuel						

<i>Type of Vehicle</i>	<i>Road traffic by age of vehicle</i>					
	<i>Total</i>	<i>Under 2 years</i>	<i>2 years up to under 5 years</i>	<i>5 years up to under 10 years</i>	<i>10 years up to under 20 years</i>	<i>20 years and above</i>
c) Motorcycles						
d) Lorries (total)						
Lorries up to 3,5 tonnes Maximum Permissible Weight (Total)						
Petrol						
Diesel						
Bi –fuel petrol/LPG						
Bi –fuel petrol/CNG						
Other fuel						
Lorries more than 3,5 tonnes and up to 6 tonnes Maximum Permissible Weight (Total)						
Diesel						
Other fuel						
Lorries more than 6 tonnes Maximum Permissible Weight (Total)						
Diesel						
Other fuel						
e) Road tractors						
f) Other motorised vehicles						