

# The 2015 E-ROAD CENSUS Results

*Working Party on Transport Statistics (WP.6)*  
*Geneva, 7-9 June 2017*



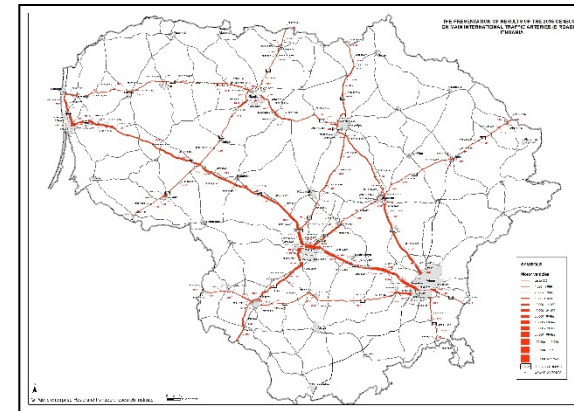
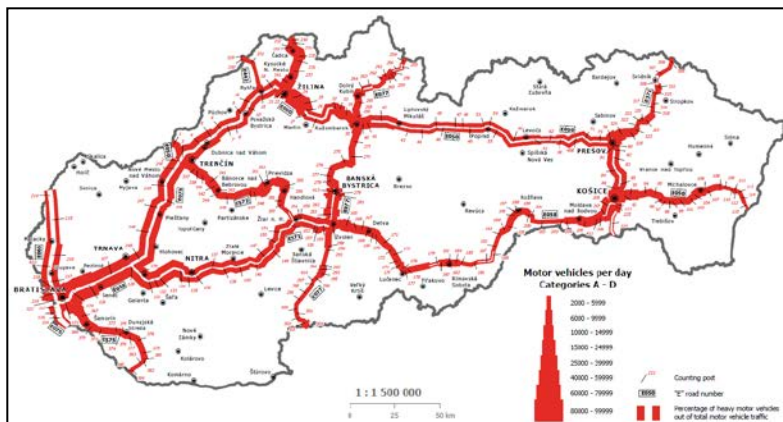
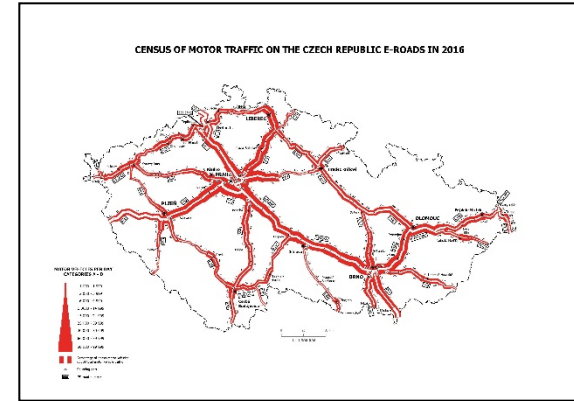
# Overview

- **Mandate and Census content**
- **Received Censuses**
- **Geospatial Availability**
- **Next steps - dissemination**
- **Recommendations for 2020?**



# Mandate

- 2015 Census format agreed upon at WP.6 2013 (ECE/TRANS/WP.6/2013/4)
- Conducted on the E-Road network as defined by the European Agreement on Main Traffic Arteries (AGR). In most cases this broadly agrees with a country's main traffic routes.
- **Census is not conducted in isolation. It is a by-product of national road traffic censuses.**



# Content

- Table 1: Total E-Road length, broken down by type, 2010-2015
- Table 2: Length of E-Road sections by Average Annual Daily Traffic
- Table 3: Number of counting posts on each E-Road, by type of counting post
- Table 4: Distribution of motor traffic by vehicle category, on each E-Road
- Table 5: Length and usage of E-Roads, by type of vehicle and category of E-Road
- *(Table 6: guidance for creating the map)*
- Table 7: Traffic density at counting posts shown on the map
- Table 8: Status of E-Road Signposting

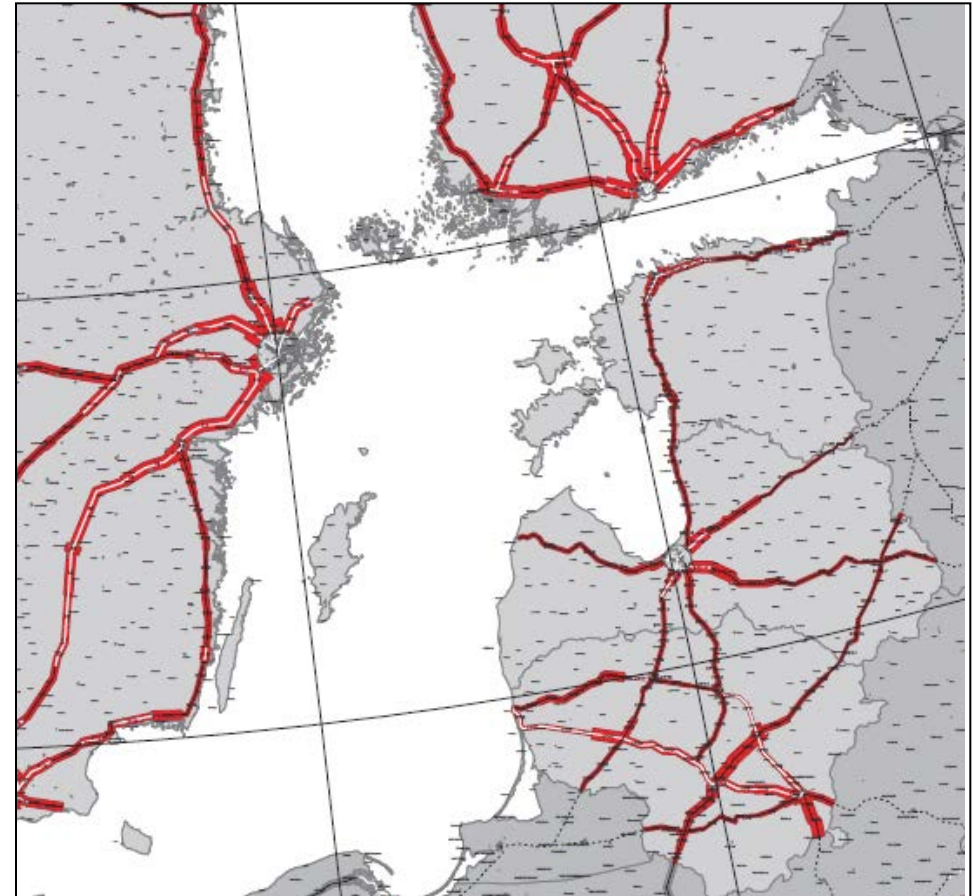
# Responses by May 2017 (blue=map)

- **Austria**
- **Azerbaijan**
- **Belarus**
- **Bulgaria**
- **Croatia**
- **Czechia**
- **Georgia**
- **Lithuania**
- **FYR Macedonia\***
- **Poland**
- **Romania**
- **Serbia**
- **Slovakia**
- **Slovenia**
- **Sweden**
- **Turkey\*\***



# GIS Files Provided

- Austria
- Czechia
- Lithuania
- Slovenia
- (Sweden)



# Potential Improvements

- Dissemination of Census results as a database: each E-Road section. (Useful?)
- GIS:
  - Shape files
  - Different map layers for heavy goods vehicles versus other vehicles (like rail census map), or for peak/holiday/night traffic



# Next steps

- Countries are encouraged to submit census results as soon as possible
- Dissemination improvements
- Lessons for next census? What else should be collected that is useful/relevant?









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Seamless B / C

Facilitated international transport

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Reduced air / noise pollution

Increased P.T. Mobility Choices

Zero traffic fatalities and injuries

Efficient transport services

Enjoyable walking and cycling

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