



**Economic and Social  
Council**

Distr.  
GENERAL

TRANS/WP.6/2001/8  
12 November 2001

ENGLISH  
Original: ENGLISH, FRENCH AND  
RUSSIAN

---

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Transport Statistics  
(Fifty-second session, 14-16 November 2001,  
agenda item 4 (b))

**INTERSECRETARIAT WORKING GROUP ON TRANSPORT STATISTICS (IWG)**

**Glossary of Transport Statistics**

**Transmitted by Eurostat**

1. The English version of the Glossary for Transport Statistics is the object of intense work carried out by the Intersecretariat Working Group.

**Completed work**

2. The present revised English version includes:

(a) An **index** of all headings for each mode

For complex headings, a method of cross references has been adopted, in order to allow a quicker consultation. The reference number of any heading can be easily found looking for any relevant word composing that heading.

(b) **4 new headings added to section B/II**

*Cylinder capacity, Unladen vehicle weight, Motor energy* and *Alternative fuel* can now be found in the Glossary, since those terms are used in the Common Questionnaire (see annex 1).

(c) **A new section on road accidents**

The entirely new section is composed of 22 new headings, as a result of the introduction of the definitions finalised at the "Ad Hoc Expert Group on Road Traffic Accident Statistics" on

27 October 2000 in Geneva (see annex 2).

A few points are still under discussion in order to optimise the use of definitions in the Glossary. The issue of whether to include Motorways or not in the Outside / Within built-up areas will be submitted to the countries for discussion/decision.

### **Correction of some linguistic discrepancies**

3. A linguistic revision of the English version of the Glossary has also been undertaken, in order to eliminate inconsistencies and increase the terminological coherence of the text.

4. As an example, the heading *Hazardous Goods* in the Rail, Road and Inland Waterways sections has been changed to *Dangerous Goods*. For the Maritime section, this heading was already in use. The related definitions have also been revised (see annex 3).

5. The same linguistic revision is now being undertaken for the French version of the Glossary.

### **Ongoing work**

#### **Improvement of definitions**

6. The continued development, promotion and use of the Eurostat, UNECE, ECMT Glossary for Transport Statistics aims at a more and more consistent use of definitions.

7. In fact, definitions exist at national levels, and also at international levels, for example as specified within the various European Union Legal Acts. Similarly definitions also exist within international organizations. There is therefore a potential for data providers to report transport data using different definitions. This means that the statistics derived from reported data are not as accurate or comparable as they might otherwise be, had the same definitions been used by all reporting countries.

8. The IWG has been working to identify where variations exist in the definitions used for reporting transport data, with the aim of reviewing some of the definitions used within the Glossary.

#### **Sample of definitions (Inland transport)**

9. A sample of definitions was selected in accordance with their 'strategic importance', 'usefulness', and 'appropriateness' given the need for a representative balance across all 4 inland modes.

10. The column on the right hand side indicates the distribution of the selected definitions.

Summary of selected variables		Number of Glossary definitions	Number of Common Questionnaire variables selected for study
<b>A.</b>	<b><u>Railway Transport</u></b>		
I.	Infrastructure	14	0
II.	Transport Equipment (vehicles)	24	0
III.	Enterprises, economic performance and employment	16	2
IV.	Traffic	14	6
V.	Transport measurement	29	17
VI.	Energy consumption	10	0
	<b>Total</b>	<b>93</b>	<b>25</b>
<b>B.</b>	<b><u>Road Transport</u></b>		
I.	Infrastructure	9	2
II.	Transport Equipment (vehicles)	32	4
III.	Enterprises, economic performance and employment	20	3
IV.	Traffic	11	4
V.	Transport measurement	28	13
VI.	Energy consumption	8	0
	<b>Total</b>	<b>108</b>	<b>26</b>
<b>C.</b>	<b><u>Inland Waterways Transport</u></b>		
I.	Infrastructure	8	2
II.	Transport Equipment (vehicles)	24	3
III.	Enterprises, economic performance and employment	17	4
IV.	Traffic	12	0
V.	Transport measurement	28	10
VI.	Energy consumption	5	0
	<b>Total</b>	<b>94</b>	<b>19</b>
<b>D.</b>	<b><u>Oil Pipeline Transport</u></b>		
I.	Infrastructure / II. Transport Equipment	3	2
III.	Enterprises, economic performance and employment	13	3
IV.	Traffic / V. Transport measurement	13	10
VI.	Energy consumption	8	0
	<b>Total</b>	<b>37</b>	<b>15</b>
<b>Total number of definitions</b>		<b>332</b>	<b>85</b>

11. In summary, of the 332 possible definitions, 85 were selected for the comparison study, which is a quarter of the Glossary definitions.

### Comparisons undertaken

12. As shown in the flowchart in annex 4, the sample of definitions from the Glossary were compared with

- (a) the definitions used in the relevant European Union transport statistics legislation;
- (b) EU Care Plus accidents database;

- (c) definitions available on the official national administration's web sites;
- (d) definitions found in national publications in the Eurostat transport library;
- (e) the UIC rail definitions;
- (f) the entries found in the Footnote field of the Common Questionnaire (FR, DE, UK);
- (g) USA / NAFTA definitions.

13. An extraction of data from the Common Questionnaire was made for France, Germany and the United Kingdom in order to see whether differences in definitions or methodologies were reported properly in the Common Questionnaire Footnote field. In theory, whenever a data provider uses a different methodology or definition to derive their data, these are supposed to be recorded in the Footnote field of the Common Questionnaire.

14. In practice - these fields are not used very often, which suggests that either everybody is using the same definitions and methodologies, or that the differences are not being recorded.

15. Provisional results suggest that the use of the Footnote field reporting in the Common Questionnaire should be improved and that some changes to the definitions in the Glossary might be necessary to bring it into line with existing definitions in EU Legislation and current reporting practices.

16. The initial results indicate that further work in this field would be worthwhile.

### **Recommendations**

17. From these documents a series of 'recommendations' were established for consideration. The results are under review to establish for which areas change is most beneficial.

### **Conclusion**

18. The step-by-step approach to improve the definitions has shown that such work is necessary but is also time consuming. To improve all of the definitions would require a major effort. This is probably best achieved in the long run by a series of smaller concerted actions focused on specific areas of the Glossary.

## **GLOSSARY FOR RAIL TRANSPORT STATISTICS**

19. Following the changes in the rail market in recent years, the IWG in close cooperation with UIC has seen a need to revise the Rail chapter of the Glossary.
20. This undergoing work is mainly focused on the change of the structure of the railway enterprises and the development in the high speed railways. Currently the Railway chapter does not reflect reality.
21. With the support of UIC, the IWG is planning to put forward a formal proposal to the countries well before the next WP.6.

## **GLOSSARY FOR MARITIME TRANSPORT STATISTICS**

22. Since the second edition of the Glossary for Transport Statistics was published, a number of changes have taken place in the maritime sector. Eurostat has therefore considered it advisable to update the Maritime section of the Glossary.
23. The revised English version prepared by Eurostat has profited from the earlier work undertaken on the Glossary for Air Transport Statistics.
24. After some informal consultations, the first draft version has been presented at the “Task Force on Harmonisation of Definitions and Methodology on Maritime Transport Statistics” held in March 2001, together with a questionnaire to collect comments from Member States. Eurostat has then submitted a proposal to Member States at the Maritime Working Group Meeting held in Luxembourg on 21-22 June 2001. Further work will be undertaken on the occasion of the next Task Force, early next year.
25. After reaching an agreement, this will augment the current Maritime chapter of the Glossary for Transport Statistics.
26. Once all revisions have been finalised, translations in all the other EU languages will be submitted to Member States for validation.

## **GLOSSARY FOR AIR TRANSPORT STATISTICS**

27. The English version of the glossary with an annex dedicated to service quality indicators has been realized in the framework of two task forces.
28. It includes the following chapters:
  - I. Infrastructure
  - II. Transport equipment
  - III. Enterprises, economic performance and employment

- IV. Traffic
- V. Transport measurement
- VI. Energy consumption

29. It has been adopted by all the European partners during the meeting of the EEA Working Group on Air and Air Transport Statistics held in Luxembourg, 15-16 February 2001.

30. Other language versions (French and German) are now being submitted for validation and a consultation of international organizations has been launched for full adoption. It could then be included in the Eurostat/UNECE/ECMT Glossary for Transport Statistics.

### **Future work**

#### **GLOSSARY FOR INTERMODAL TRANSPORT STATISTICS**

31. The transport of goods from its first place of loading to its final destination often uses more than one mode of transport and can also involve operators from more than one country. Moreover, intermodality is becoming more and more important in the framework of developing alternatives to road transport.

32. Since 1997, Eurostat's work on intermodal transport statistics has been centred on the Intermodal Expert Group (IMEG), gathering experts from Member States as well as from international and professional organizations and intermodal operators).

33. Eurostat is now concentrating on the development of a programme for intermodal transport statistics, that eventually will be supported by a legal act. To be able to use the data and analyse the results from the intermodal transport surveys it is important that a common Community methodology is used.

34. Continuing the work already done by IMEG, a Working Group will be set up in order to develop Community methodologies for intermodal transport surveys, identify the intermodal transport participants, and adopt a set of definitions and variables within the intermodal transport area.

35. Taking advantage of the newly published "Terminology on combined transport", prepared by UNECE, ECMT and the European Commission and the current Intermodal chapter in the Glossary for Transport Statistics, a proposal will be put forward to the countries.

---

## Annex 1

### **33. Cylinder capacity**

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

### **34. Unladen vehicle weight**

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

### **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.*

### **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.*

---

## Annex 2

### **Road Transport**

#### **ACCIDENTS**

##### **01. Injury accident**

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person.

*Included are: collisions between road vehicles ; between road vehicles and pedestrians; between road vehicles and animals or fixed obstacles and with one road vehicle alone. Included are collisions between road and rail vehicles. Multi-vehicle collisions are counted as only one accident provided that any successive collisions happen at very short intervals. Injury accident excludes accidents incurring only material damage*

##### **02. Fatal accident**

Any injury accident resulting in a person killed.

##### **03. Non-fatal accident**

Any injury accident other than a fatal accident.

##### **04. Casualty**

Any person killed or injured as a result of an injury accident.

##### **05. Person killed**

Any person killed immediately or dying within 30 days as a result of an injury accident.

For countries that do not apply this definition, conversion coefficients are estimated so that comparisons on the basis of the 30 day-definition can be made.

*France 1.057 Italy 1.03 Latvia 1.08 Portugal 1.3 Turkey 1.3*

##### **06. Person injured**

Any person not killed, but who sustained an injury as a result of an injury accident, normally needing medical treatment.

**07. Person seriously injured**

Any person injured who was hospitalized for a period of more than 24 hours.

**08. Person slightly injured**

Any person injured excluding persons seriously injured.

**09. Driver**

Any person involved in an injury accident who was driving a road vehicle at the time of the accident.

**10. Passenger**

Any person involved in an injury accident, other than a driver, who was in or on a road vehicle, or in the process of getting in or out of a road vehicle.

**11. Pedestrian**

Any person involved in an injury accident other than a passenger or driver as defined above.

*Included are occupants or persons pushing or pulling a child's carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, rollerskating, skateboarding, skiing or using similar devices.*

**12. Accident between road vehicle and pedestrian**

Any injury accident involving one or more road vehicles and one or more pedestrian.

*Included are accidents irrespective of whether a pedestrian was involved in the first or a later phase of the accident and whether a pedestrian was injured or killed on or off the road.*

**13. Single road vehicle accident**

Any injury accident in which only one road vehicle is involved.

*Included are accidents of vehicles trying to avoid collision and veering off the road, or accidents caused by collision with obstruction or animals on the road. Excluded are collisions with pedestrians and parked vehicles.*

**14. Multi-vehicle road accident**

Any injury accident involving two or more road vehicles only.

The following types of injury accidents involving two or more road vehicles are:

**(a) Rear-end collision:** collision with another vehicle using the same lane of a carriageway and moving in the same direction, slowing or temporarily halted.

*Included are collisions with moving vehicles; excluded are collisions with parked vehicles.*

**(b) Head-on collision:** collision with another vehicle using the same lane of a carriageway and moving in the opposite direction, slowing or temporarily halted.

*Included are collisions with vehicles slowing or temporarily halted. Excluded are collisions with parked vehicles.*

**(c) Collision due to crossing or turning:** collision with another vehicle moving in a lateral direction due to crossing, leaving or entering a road.

*Excluded are collisions with vehicles halted and waiting to turn which should be classified under (a) or (b).*

**(d) Other collisions, including collision with parked vehicles:** collision occurring when driving side by side, overtaking or when changing lanes; or collision with a vehicle which has parked or stopped (not as a result of traffic conditions) at the edge of a carriageway, on shoulders, marked parking spaces, footpaths or parking sites, etc.

*Included are all collisions not covered by (a), (b) and (c). The constituent element for classification of accidents between vehicles is the first collision on the carriageway, or the first mechanical impact on the vehicle.*

## **15. Accidents with drivers reported under the influence of alcohol or drugs or medication**

Any injury accident where at least one driver is reported to be under the influence of alcohol, drugs or medication impairing driving ability, according to national regulations.

## **16. Within built-up areas**

Area with entries and exits designated by appropriate traffic signs. Excludes motorways.

## **17. Outside built-up areas**

Any area excluding areas with entries and exits designated by appropriate traffic signs. Includes motorways.

## **18. Daylight**

As reported by the police or other authorities.

**19. Darkness**

As reported by the police or other authorities.

**20. Twilight (or unknown)**

A residual category covering cases where daylight conditions were very poor or where no information on light conditions was available.

**21. Dry road surface**

A road surface not covered by water, snow, ice or other substances.

**22. Other road surface**

Any other road surface other than a dry road surface.

---

### Annex 3

#### **Railway**

##### **V.21. ~~Hazardous goods~~ Dangerous goods**

The classes of ~~hazardous~~ dangerous goods carried by rail are those defined by the International Regulations concerning the Carriage of Dangerous Goods by Rail (RID).\*

(1) Road

##### **V.20. ~~Hazardous goods~~ Dangerous goods**

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

(2) Inland Waterway

##### **V.20. ~~Hazardous goods~~ Dangerous goods**

The ~~categories of hazardous~~ classes of dangerous goods carried by inland waterways are those defined by the European ~~Provisions~~ Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (AND).\*

(3) Maritime

##### **V.18. Dangerous goods**

The ~~classifications~~ classes of dangerous goods carried by sea are those defined ~~by the United Nations Committee of Experts on the Transport of Dangerous Goods and subsidiary bodies (ST/SG/AC.10/1/Rev.5)~~ by the chapter VII of the International Convention for the Safety of Life at Sea (SOLAS, 1974), as amended, and as detailed in the International Maritime Dangerous Good (IMDG) Code.\*

*~~There are nine classes of dangerous goods:~~*

~~1. explosives;~~

~~2. gases;~~

~~3. flammable liquids;~~

~~4. flammable solids, substances liable to spontaneous combustion, substances which, on contact with water emit~~

~~flammable gases;~~

~~5. oxidizing substances, organic peroxides;~~

~~6. poisonous (toxic) and infectious substances;~~

~~7. radioactive material;~~

~~8. corrosives; and,~~

~~9. miscellaneous dangerous substances.~~

(4) Air

**V.??. Dangerous goods**

classes of dangerous goods carried by air are those defined by the International Civil Aviation Organization's Technical Instructions for the Safe Transport of Dangerous Goods by Air which supplement the Chicago Convention on Civil Aviation.\*

\* On the basis of the classification of the United Nations Recommendation on the Transport of Dangerous Goods, Model Regulation (ST/SG/AC.10/1/Rev.12).

**Annex 4**

**Overview of the comparison work undertaken.**

**START OF PROCESS**

