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Working Party on Transport Statistics

Seventieth session
Geneva, 12-14 June 2019

Report of the Working Party on Transport Statistics on its seventieth Session

Contents

I.   Attendance

Document: ECE/TRANS/WP.6/175

1.   The Working Party on Transport Statistics held its seventieth session from 12 to 14 June 2019 in Geneva. According to the decision taken at its sixty-ninth session (ECE/TRANS/WP.6/175, para. 69) the session was chaired by Mr. P. Smeets (Netherlands).

2.   The session of the Working Party was attended by the following countries: Austria, Azerbaijan, Canada, Czechia, Denmark, Finland, Hungary, Ireland, Israel, Netherlands, Poland, Romania, Russian Federation, Slovenia, Sweden, Switzerland, and United Kingdom of Great Britain and Northern Ireland.

3.   The European Commission (DG MOVE and Eurostat) and the European Union Agency for Railways (ERA) were represented.

4.   Representatives of the following United Nations departments and specialized agencies attended: United Nations Conference on Trade and Development (UNCTAD); United Nations Human Settlements Programme (UN-Habitat, via Webex) and World Health Organization (WHO).

5.   Representatives of the following intergovernmental organizations were present: International Road Federation (IRF) and International Transport Forum (ITF).

6.   The following non-governmental organizations were represented: International Road Federation (IRF) and International Union of Railways (UIC).

7.   Representatives also attended at the invitation of the secretariat from Transports Publics Genevois (TPG).

II.   Adoption of the agenda (agenda item 1)

Document: ECE/TRANS/WP.6/176

8.   The Working Party adopted the provisional agenda prepared by the secretariat.

III.   Workshop on Urban Public Transport Statistics (agenda item 2)

Document: ECE/TRANS/WP.6/2019/4

9.   The first morning of the session was dedicated to a "Workshop on Urban Public Transport Statistics". This was introduced by the Chief of Transport Networks and Logistics Section and the secretary of the Working Party, who explained the importance of urban public transport statistics in the ECE region and stressed the importance of harmonized statistics for effective decision making. A goal of the workshop was to consider data collection of trams and metros, which are currently not collected at the international level.

10.   The representative of UN-Habitat, the custodian of the Sustainable Development Goal (SDG) Indicator 11.2.1 "Proportion of population that has convenient access to Public Transport, by sex, age and persons with disabilities" described the methods and data production they use for this indicator. Much of their data comes from the designated focal point in the countries, combined with open source platforms and extraction from satellite imagery. One of their principal challenges was the inadequate data on public transport, especially in cities in the developing world where paratransit stops (i.e. informal bus stops) are not mapped. Examples of the estimation of urban populations and transit feed specification through satellite imagery were also given.

11.   The public transport operator, TPG in the Canton of Geneva, made a presentation of their activities around public transportation and in particular their practices on data production for their trolley bus, bus and tram network. TPG transports 590,000 passengers per day, which in turn generates 1 billion data points per year. Their data collection is based on automatic systems installed on buses and trams, allowing the recording of individual

passengers getting on and off every vehicle. In addition to passenger numbers and passenger-km statistics, the system enables the gathering of statistics about vehicle capacity and usage rate, in turn informing TPG on cost structure evolution and allowing the adjustment of service supply to best meet demand. One key challenge TPG are facing is getting data to better understand the door-to-door journeys of their customers. It was mentioned that external companies (e.g. phone operators, Google, Uber, etc.) generate more and more exploitable data to support such analytics.

12.   Canada presented their own urban transport monitoring activities, providing first some context on urban public transport in Canada, notably the fact that, in comparison to European cities, its development was less extensive due to lower population densities, the climate and hence higher motor vehicle ownership. Much of the data collected comes from surveys and census measurements, but public transportation is often managed at the provincial level. A 2016 Census reported that nearly one-third (31.4 per cent of employed Canadians used a mode of sustainable transport (public transit: 12.4 per cent, carpooling: 12.1 per cent, walk or cycle 6.9 per cent). Finally, a continuing challenge is the changing patterns in term of mobility, the calculation of the difference between urban (intra-city) and intercity travel is blurring as commuters now travel to work in other cities.

13.   Germany was planning to contribute to the workshop but could unfortunately not attend the meeting. Their planned presentation was nevertheless made available. It shows details of the mobility survey conducted in 2017 which computed detailed data on the modal split of transport in Germany, between different cities and regions.

14.   The United Kingdom of Great Britain and Northern Ireland provided an overview of public transport statistics across the bus, light rail and tram network, highlighting the fact that around half of the 4.36 billion passenger journeys made by local buses in England in 2017/2018 were in London. The presentation also covered their experiences of collecting city tram and light rail data in different English cities. Their light rail and tram data collection comes from a simple questionnaire sent to the light rail and train operators, which reduced the reporting burden and thus consistently gets a 100 per cent response rate. Their calculations of passenger numbers can vary depending on the operator, most being derived from ticket machines and sales, while others are based on on-tram passenger counting systems using infra-red door sensors (London Tramlink) or automatic passenger counts at stations (Docklands Light Railway). Vehicle mileage on the other hand is based on scheduled timetables, adjusted for known lost mileage.

15.   The representative of Denmark described their data production on tram and metro statistics for different cities, with a focus on the capital Copenhagen. Their collection of passengers' data is based on a card which allows the tracking of passengers. The card facilitates the counting of passengers boarding the bus, trams and metros or making transfers from one vehicle to another. The representative mentioned that one of the challenges of this system is that although it allows the measurement of passengers boarding, it is limited when it comes to understanding the distance travelled by these passengers due to the fact that there is no track of when the passengers alight.

16.   Following these presentations, there was a discussion on the different methods used to collect data for Passengers on Urban Transport networks. The main conclusions reached were that collection of data from tickets is sub-optimal and that collection of data through questionnaires is very costly, but these sources still provide reasonable data in many cases. Czechia noted that some of their newer buses did have automatic systems to record passengers, but this system wasn't throughout their fleet. Israel also referred to their methods for collecting this data. This year, they implemented a personalized card which serve as an electronic ticket used for bus and train transportation. Their data collection is based on this electronic ticket, allowing the counting of individual passengers boarding buses and trains. The rise of data being generated by private companies such as phone operators, Internet service providers, search engines, etc. represents an opportunity for future transport statistics development.

17.   The Working Party agreed to further explore collecting statistics on trams and metros, in cooperation with the ITF and Eurostat if they wish. Data availability will be assessed by means of a survey sent by the secretariat, which member States are asked to fill in. Of

particular interest would be to collect city-specific information. Passenger numbers and passenger-km would be the collection focus. In addition, a shared space where country or city practices can be collated will be explored.

18.   The Working Party considered topics for next year's workshop, and a suggestion was made of intermodal transport (including the measurement of transport chains). The Chair and Vice-Chair, in consultation with the secretariat, will consider this suggestion and propose a theme.

IV.   The United Nations Economic Commission for Europe Inland Transport Committee and its Subsidiary Bodies (agenda item 3)

Document: Informal document ITC (2019) No. 9/Rev.5

19.   The Working Party took note of the results of the eighty-first session of the Inland Transport Committee (ITC) of interest to the Working Party, where the ITC strategy to 2030 was adopted.

V.   Development of a global indicator framework for the Sustainable Development Goals (agenda item 4)

A.   Data collection for indicator 3.6.1

20.   The Working Party took note of a presentation by WHO on their Global Status Report on Road Safety 2018. The representative of WHO informed the Working Party about their collection of road traffic fatalities data for this report. In many countries the information about road fatalities is provided by the police. He also explained that when data are not available for the relevant year an estimation based upon the historical trend is made. Much discussion took place over WHO estimates for some European countries where there is a higher degree of certainty in the official statistics. The WHO delegate explained that these adjustments were often not significant in size but necessary to adjust for situations where victims died more than 30 days after the accident, and for cases where cause of death was not given. Delegates raised concerns about the estimates made for countries in the ECE region, which differed from official statistics.

B.   Data provision for indicator 9.1.2

Document: ECE/TRANS/WP.6/2019/1

21.   To provide background to the agenda item, the secretariat introduced the topic and explained how each part fitted into the picture of monitoring indicator 9.1.2. The Working Party took note of updates from UNCTAD on various topics related to improved measurement of indicator 9.1.2. The representative from UNCTAD first provided a presentation of maritime transport statistics, reviewing the main elements of the maritime transport supply chain (building, ownership, registration, operation, and finally scrapping). The globalized nature of that supply chain was highlighted and the group's attention was also drawn to a significant territorial concentration of each of these elements of the supply chain, whereby e.g. 90 per cent of maritime transport ships are built in China, Japan and Korea, or 93 per cent of scrapping is performed in Bangladesh, China, India and Pakistan. A similar analysis was made of the various activities supporting and enabling the aforementioned supply chain (financing, classification, insurance services, seafarers, and container terminal operators).

22.   The presentation then proceeded to review UNCTAD's online statistical platform (UNCTADstat), detailing the various data currently online about world merchant fleet, maritime transport indicators, and world seaborne trade, and how these are relevant for monitoring the indicator. A preview was then given of other data soon to be available on the

platform. The presentation concluded by discussing seaborne trade data, highlighting the shift over the past 50 years from a situation where developing countries exported large volumes of raw materials and imported high value (low volume) manufactured goods, to a new situation where developing countries participate in globalized production (importing raw materials as well as exporting manufactured goods).

23.   Following these updates, the Working Party agreed that more guidance on the compilation of indicator 9.1.2 was required for data production at the global level, in addition to national monitoring of the SDG indicators. At the global level, the Working Party encouraged the secretariat to work with the ITF and the International Civil Aviation Organization on the use of official statistics for monitoring the indicator for inland modes, and to provide better metadata. Member States are requested to provide their comments on metadata for indicator 9.1.2 by the first week of September 2019. This would also address a current lack of modal split guidance at the international level.

24.   The Working Party also agreed that better guidance on monitoring indicator 9.1.2 on the regional and national levels would be useful. The Working Party instructed the secretariat to collate country practices, in order to work towards guidance or recommendations for national monitoring of indicator 9.1.2.

C.   Ensuring modal split data are comparable

Document: ECE/TRANS/WP.6/2019/9

25.   The Working Party took note of updates from the Netherlands and Eurostat on the topics related to improved measurement of indicator 9.1.2, including modal split considerations, and which data items may be considered for inclusion in the measurement of this indicator.

26.   Eurostat made a presentation of their work on modal split indicators and on road freight transport territorialisation. Context was first given by highlighting a 2011 European Union policy white paper calling for: (a) a shift from road freight transport over 300 km to other modes such as rail or waterborne transport; (b) the majority of passenger transport (over 300 km and below 1 000 km) to go by rail. The point was made however that in spite of that aspiration, the proportion of road as a mode of transport consistently remained around or above 75 per cent from 2011 to 2016.

27.   The second part of the presentation focused on how to "territorialise" road freight (from the collected residency-based data) and the challenges currently associated with this task. In order to redistribute the tonne-kilometre data proportionally to the countries concerned by the journey, the TERCET tool (territorial typologies) has been used. The tool allows the calculation of the total distance between the NUTS level 3 region of origin and the NUTS level 3 region of destination and breaks down the total distance into sections according to the countries in which this transport took place.

28.   In a separate presentation, the representative of the Netherlands also discussed the topic of territoriality, highlighting the challenge stemming from the difference in data collection principles between inland waterways and rail on one side (territoriality principle) and road freight on the other side (nationality principle). The presentation proceeded to detail the various solutions used for each mode of transport before concluding by reviewing the adjusted statistical results for the Netherlands.

D.   Inter-Agency Expert Group on Sustainable Development Goal indicators

29.   The Working Party was informed about the activities of the Inter-agency and Expert Group on SDG indicators to measure the SDGs, information on which was provided by the ECE statistics division. The global list of 232 SDG indicators can be divided into 3 tiers based on their availability (tier 1: internationally agreed methods and data widely available, tier 2: agreed methods exist but data are not widely available, tier 3: no agreed methods). The presentation focused on the SDG targets and indicators related to transport, providing insights

on which tier each indicator belonged to and which agency was the custodian. The group meets twice a year and tiers are continuously reviewed. Work is currently being done to develop: (a) methodologies for tier 3 indicators; (b) geo-spatial information; (c) interlinkages; (d) format for automatic data exchanges (SDMX) and (e) data disaggregation.

30.   In 2020, there will be a comprehensive review of all indicators aimed at identifying indicators eligible for: (a) addition (only if crucial aspect of target or critical emerging issue is not monitored); (b) deletion (of Tier III indicator if methodological work not progressing); (c) adjustments or replacements (if indicator does not map well to target).

31.   After discussing various other upcoming activities on SDGs, the presentation concluded by detailing the outcomes of the ECE pilot study of data flows for two transport-related indicators. For indicator 3.6.1 Death rate due to road traffic injuries, there were various different issues identified by this exercise, such as: (a) SDG focal points in NSOs not aware of indicator validation; (b) difficulties in identifying focal points; (c) metadata are not adequate (or countries did not receive metadata). For indicator 9.1.2 (Passenger and freight volumes, by mode of transport) some similar issues were found as indicator 3.6.1. But after the pilot was conducted, it was noted that improvements in the metadata and the use of official statistics were planned. Moreover maritime, inland waterways and pipelines are planned to be added for measurement of this indicator.

E.   Raising awareness of the transport-related Sustainable Development Goals

Document: ECE/TRANS/WP.6/2019/6

32.   The Working Party was informed about the secretariat's activities on promoting the existing data collection activities of the Working Party that are relevant to monitoring of the SDGs. Within this, the Working Party was invited to suggest improvements of the series of papers already published on the SDGs.

F.   Other activities

33.   The representative from Switzerland made a presentation on the costs and funding of transport. After providing an overview of the methodologies used across different modes (road, rail, water and air), as well as the different types of costs being analysed (infrastructure, transport means, accidents, environment, health), some results were shared with the Working Party. Among these results were the fact that approximately three quarters of the CHF 90 billion of motorised transport costs in 2015 were for passengers.

34.   The Working Party took note of the secretariat's involvement in other initiatives relating to the SDGs, such as the Sustainable Mobility for All initiative and its Mobility Global Tracking Framework.

VI.   Data collection, methodological development and harmonization of transport statistics (agenda item 5)

A.   Glossary for Transport Statistics

Document: ECE/TRANS/WP.6/2019/7

35.   The Working Party was informed about the finalisation of the Glossary for Transport Statistics, which is expected by the end of 2019. The ERA emphasised that it would be beneficial to at least publish the final PDF in English as soon as possible.

B.   Classification system for transport statistics

36.   The Working Party decided to keep this item on the agenda for its next session.

C.   Common questionnaire

Documents: ECE/TRANS/WP.6/2019/10, ECE/TRANS/WP.6/2019/12

37.   The secretary of the Working Party presented a summary of the activities carried out related to data validation of the Common questionnaire. He mentioned that one of the biggest problems found with country data are the wrong units being used for certain indicators, in particular the total number and number of new registrations of road vehicles, and load capacity of lorries. For load capacity, some countries provide vehicle numbers rather than load capacity in tonnes for instance. He additionally presented some indicators for which the data reported in the Common questionnaire and data reported in the European Union regulation present systematic differences, which will be followed up on with relevant country contacts.

38.   The Working Party took note of the availability of data collected through the Common Questionnaire for transport statistics and welcomed the ongoing data validation exercises undertaken by the Intersecretariat Working Group (IWG).

39.   The Working Party reaffirmed the importance of providing data for the Common Questionnaire and encouraged non-reporting countries to at least provide top-level data. The Working Party also agreed that streamlining of the data collected is to be encouraged and recommended that this be considered by the IWG in the future. Member States are invited to provide their own suggestions for streamlining of indicators that are either not published, too detailed, or of minimal analytical use.

D.   Collection of statistics on trade in used vehicles

Documents: ECE/TRANS/WP.6/2019/5, ECE/TRANS/270/Add.1, annex IX

40.   The secretary of the ECE Working Party on Pollution and Energy (WP.29/GRPE) presented the need for better data on trade in used vehicles, where no reliable international statistics currently exist. This is of increasing importance due to large numbers of used vehicles being exported from richer countries after a number of years, which may affect road safety performance and cause environmental challenges for the countries that purchase them. Sweden also presented their practices in data production on this topic. In Sweden the number of exports has rapidly increased in recent years, including a significant proportion of electric vehicles and natural gas vehicles. For petrol and diesel cars, exports used to be dominated by older vehicles, but in recent years there has been more of a trend of exporting vehicles that are less than five years old. The Working Party agreed that this was a topic worth exploring further and instructed the secretariat to consider options to take this forward, including collating pilot country practices. It was agreed to keep this item on the agenda.

E.   Road traffic accident statistics and rail traffic accident statistics

41.   The Working Party took note of developments in the European Commission on the CARE road traffic accident database, and also mentioned that the target in road fatalities for 2018 was not achieved and highlighted the importance of making continuous efforts in order to reduce accidents on roads. The representative of DG move presented an overview of the European Commission 2018 road fatalities (provisional data).

42.   The implementation of the European Register of Infrastructure (RINF) was presented by ERA, including ways that this data collection may be used in the future to ease the WebCoQ reporting burden. After providing some background on the origins of the RINF and its goal to provide transparency concerning the main features of the European railway infrastructure, the representative from ERA highlighted the fact that member States remain responsible for data completeness and correctness.

43.   The Working Party decided to continue the Level Crossing Safety Pilot Questionnaire, given the importance of these data for understanding level crossing safety.

F. Pilot questionnaire on road traffic performance

44.   The Working Party decided to keep this item on the agenda for its next session. Slovenia commented on their progress on producing vehicle performance statistics with an extensive breakdown, collected through odometer readings.

G. Bus and coach statistics

45.   The secretariat presented an overview of the trends for bus vehicle-km (Vkm) in Urban and Interurban Transport for the years 2016 and 2017, showing the big differences over time between urban and interurban journeys in different countries. He also noted that although this comparison between urban transport versus rural in the ECE countries is a useful insight on current changes in transport, the comparability across countries is very inconsistent.

46.   The Working Party was informed about the dissemination of the bus and coach statistics, and the importance of these data for monitoring SDG 11. The Working Party emphasised that improved comparability across countries is needed, especially regarding the split between urban and interurban transport.

H. Intermodal transport statistics

47.   The Working Party decided to keep this item on the agenda for its next session, with an interest in expanding the topic and considering it as a theme for the workshop.

VII.   Traffic censuses in the ECE region (agenda item 6)

A. 2015 and 2020 E-Road traffic censuses

Documents: ECE/TRANS/WP.6/2019/3, ECE/TRANS/WP.6/2019/11

48.   The secretariat presented an update on the latest status and challenges of the E-Road Census, highlighting the fact that road traffic can only be somewhat split between goods and traffic (using heavy vehicles as a proxy for goods). The Working Party also discussed potential improvements and uses of the interactive map of the census results that was presented at the previous session of the Working Party. Recalling the draft recommendations to governments on procedures and methodologies for the 2020 E-Road Traffic Census that was endorsed at the last session, the Working Party was informed of these recommendations being adopted and endorsed by ITC in February 2019. The Working Party considered some minor updates to these recommendations as set out in ECE/TRANS/WP.6/2019/11.

49.   The Working Party approved the minor changes to the recommendations for the E-Road traffic censuses as set out in ECE/TRANS/WP.6/2019/11. During this agenda item Switzerland mentioned that they have difficulty collecting data on communal roads not under federal authority and invited other member States to get into contact with them if they had examples of relevant data production methods.

B. 2015 and 2020 E-Rail traffic censuses

Document: ECE/TRANS/WP.6/2019/8

50.   The Working Party took note of an update on the latest status and challenges of the E-Rail Census presented by the secretariat, highlighting the fact that shapefiles were not currently available. This can cause data inaccuracy as distances are being calculated as a straight line between the start point and the destination. This highlighted the potential benefit that Shapefiles of the traffic volumes would deliver.

51.   The Working Party was informed of the progress that the secretariat has made in disseminating the results of the E-Rail census, in particular on producing an interactive map similar to the E-Road map.

C.   Considering an E-Inland Waterway Traffic Census

Documents: ECE/TRANS/WP.6/2019/2, ECE/TRANS/SC.3/207

52.   The Working Party took note of the wish of the Working Party on Inland Water Transport to collect similar traffic data as collected in the E-Road and E-Rail censuses for the E-Inland Waterway network on inland waterways of international importance. It agreed to keep this on the agenda and explore data availability with Czechia.

D.   Uses of Census Data

53.   The Working Party took note of the potential innovative applications of both the E-Road and E-Rail censuses, such as monitoring Euro-Asian Transport Links. It emphasised that member States should consider data provision for the 2020 round, with higher quality Geospatial Information System data, a priority.

VIII.   Dissemination of transport statistics by the United Nations Economic Commission for Europe (agenda item 7)

54.   The Working Party took note of the work on the ECE transport statistics database and the status of the publications: "Statistics for Road Traffic Accidents in Europe and North America" and "UNECE Transport Statistics for Europe and North America," and the timescales for their publication.

IX.   Statistical activities of member States of interest to the Working Party (agenda item 8)

55.   The representative from Canada shared emerging themes around modernisation of transport statistics as well as related challenges. While Big Data has many benefits such as improved timelines and reducing the burden on households and businesses in providing data, it also presents a number of challenges such as: the availability of appropriate skill sets and resistance to change; IT infrastructure required for harnessing big data sets; privacy concerns.

56.   In addition to the Canada presentation, the Working Party (during various other agenda items, and separately) received presentations from Demark, Netherlands, Russian Federation, Sweden and the United Kingdom of Great Britain and Northern Ireland. These all provided useful updates on country statistical practices and provoked further exchange of views.

X.   Capacity-building activities (agenda item 9)

57.   The Working Party took note of capacity building activities in the region. It welcomed these workshops (with their varying agendas and goals) as concrete ways to improve transport statistics data quality and completeness, in addition to improving awareness of the SDGs.

XI.   Intersecretariat Working Group on Transport Statistics (agenda item 10)

58.   The Working Party took note of the IWG activities during the past year, principally concerning finalisation of the Glossary for Transport Statistics and improving WebCoQ data.

A focus in the upcoming twelve months may be to consider different ideas for WebCoQ improvements.

XII. Statistical activities of international organizations of interest to the Working Party (agenda item 11)

A. European Commission (DG MOVE)

59.   The representative of DG MOVE informed the Working Party about their recent studies on the transport sector in the European Union countries, in particular, about the publication "Transport in the European Union: Current Trends and Issues" and "Internalisation of transport external costs study", studies launched in March and June 2019 respectively.

60.   The presentation also outlined the recent developments in European Union transport policy and their statistical implications, including their initiatives about pedestrian, vehicle and infrastructure safety and the clean competitive and connected mobility for all. The representative also highlighted the need for adaptation to the new forms of mobility such as autonomous driving and shared mobility.

B. European Commission (Eurostat)

61.   The Working Party was informed about the current activities of the European Commission (Eurostat). The representative presented a brief overview of their publications on transport statistics "Energy, transport, and environment indicators" which contains indicators about transport and environment of the 28 European Union member States and the "Eurostat regional yearbook" which contains a regional analysis of the number of passenger cars relative to the total number of inhabitants (the motorisation rate) and a similar analysis for public transport equipment (covering motor coaches, buses and trolley buses). The representative also presented the planned upcoming working groups on transport statistics.

C. International Transport Forum

62.   The representative of the ITF informed the Working Party about their workshops held in the first semester of 2019. In particular he focused on the workshop on transport satellite accounts (17 April 2019, Paris), which aimed to create capacity to better measure the contribution of the transport sector to the overall economy. He additionally highlighted the importance of satellite accounts as a tool that can serve as a support to communicate transport data to decision makers. To finish he announced the topic for the next year of the ITF Summit "Transport Innovation for Sustainable Development" (27-29 May 2020).

63.   The presentation also covered an overview of the ITF Transport Outlook 2019 publication which presents scenarios for the future of transport for all sectors and modes until 2050 and how the demand for transport may develop over the next three decades and the potential impact on CO_2 emissions.

D. International Union of Railways

64.   The Working Party was informed about the current activities of UIC. Their delegate described the methods they use for data collection, verification and dissemination for rail statistics. She also presented the "RailLexic 5.0" which is a terminology database in the field of railways and which terminology can be translated into 23 languages improving the data consistency for comparisons.

65.   Finally, she also announced the upcoming publication of the "Railway Statistics - Synopsis 2019" which will provide information about rail traffic, punctuality, accident and passengers transported among others.

E. International Road Federation

66.   The representative of IRF made a presentation about their recent statistical activities. In particular, she explained the tool "RADar", an application developed for the purpose of accident data (crash data) recording which aims to facilitate the collection of information in terms of location of the accident, collision diagrams and others.

67.   The presentation also covered an overview of the IRF World Road Statistics 2018 report which provides road statistics of more than 205 countries. The report contains information about road traffic, road accidents and Energy (Fuel Prices) among others.

XIII. Other business (agenda item 12)

A. Date of next session

68.   The Working Party decided to hold its next session from 17 to 19 June 2020. The first half-day will be dedicated to a workshop on a specific item of interest to be decided based on proposals from delegates as discussed under item 2.

B. Information on upcoming meetings on transport statistics

69.   The Working Party took note of preliminary dates and venues of meetings in 2019-2020. This list does not include meetings of the subsidiary bodies of ITC, although statistics is a frequent agenda item for all the Working Parties of the individual transport modes.

Working Group on Rail Statistics (Eurostat)	September 2019
Working Group on Passenger Mobility Statistics (Eurostat)	October 2019
Coordinating group for Statistics on Transport (Eurostat)	November 2019
ECE Inland Transport Committee (ITC) (eighty-second session)	24-27 February 2020
ECE Working Party on Transport Statistics (WP.6)	17-19 June 2020
Working Group on Maritime Transport (Eurostat)	September 2020
Working Group on Inland Waterways (Eurostat)	October 2020
Coordinating group for Statistics on Transport (Eurostat)	November 2020

XIV. Summary of decisions (agenda item 13)

70.   As agreed and in line with the decision of ITC (ECE/TRANS/156, para. 6), the main decisions were summarized and agreed, as amended, at the end of the session. The Chair, in cooperation with the secretariat, prepared this report.

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