United Nations

Economic and Social Council

Economic Commission for Europe

Inland Transport Committee

Working Party on Transport Statistics

Seventy-fourth session
Geneva, 15–17 May 2023

Report of the Working Party on Transport Statistics on its seventy-fourth session

Contents

I. Attendance

1.   The Working Party on Transport Statistics held its seventy-fourth session from 15 to 17 May 2023 in Geneva. The session was chaired by Mr. John Wilkins (United Kingdom of Great Britain and Northern Ireland).

2.   The Working Party was attended by the following countries: Bosnia and Herzegovina, Czechia, Denmark, Finland, Germany, Greece, Hungary, Ireland, Italy, Latvia, Netherlands, Norway, Poland, Russian Federation, Switzerland, Tajikistan, United Kingdom of Great Britain and Northern Ireland.

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

4.   The following United Nations specialized agencies were present: International Telecommunication Union (ITU).

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

6.   Samara State University of Railway Transport participated from academia.

II. Adoption of the agenda (agenda item 1)

Document: ECE/TRANS/WP.6/184

7.   The Working Party adopted the provisional agenda.

III. Transport Indicators and monitoring the Sustainable Development Goals (agenda item 2)

Document: ECE/TRANS/WP.6/2023/1

8.   After an introduction from the secretary, the Secretariat of the UNECE Statistics division presented an update on their Sustainable Development Goal monitoring activities. In particular, this included the presentation of the global indicator framework for SDGs, developed by the Inter-Agency and Expert Group on SDG Indicators (IAEG-SDGs). The flagship publication 'Road Map on Statistics for SDGs (second edition)" was also introduced during the presentation. The secretariat noted the importance of complementing global indicators with other regional and national indicators, to maximise country buy-in to monitoring the 2030 Development Agenda. In addition, it was discussed that it is crucial to find the right balance between benefits and costs (reporting burden) of data collection on each indicator chosen. Delegates commented that they sometimes face the challenge of inconsistency between data received from different sources.

9.   The Secretariat also presented the existing UNECE monitoring activities on the global indicators relating to road safety, rural access to transportation and the inland modal split of transport. However, it was noted that the global transport-related SDG indicators are not sufficient for a full understanding of sustainability relating to transport. The Secretariat also introduced examples of national SDG indicators that relate to transport and proposed a few UNECE-specific indicators, which will help better assess transport progress. The Secretariat also presented the microsite that is being developed, to facilitate knowledge sharing on available global, regional, and national indicators to monitor transport-related SDGs in the ECE region.

10.   The Netherlands presented (CBS, Statistics Netherlands) its approach to monitoring SDG Target 9.1 on infrastructure and mobility. They renewed indicators to expand information on accessibility and emission levels with an aim to monitor energy transitions and emissions in mobility as well as the ability of the population to travel. New indicators were selected considering various factors, such as data accessibility, affordability, and sustainability. They also explained the challenges they face, such as limited comparability of data with other EU member countries and remaining gaps in indicators to measure social

safety and quality of transport. Following a few questions from delegates, Netherlands explained how they measure the take-up of electric vehicles. They use total fleet data, rather than new registration data for this. In regard to measuring km travelled (for vehicles), they use odometer readings taken at road worthiness tests.

11.   Switzerland presented their MONET Indicator System (Monitoring der Nachhaltigen En Twicklung/ Sustainable development monitoring system[1]). MONET includes several transport related indicators, such as road traffic accidents, congestion on the Swiss motorway network, average distance to nearest public transport stop, independent use of public transport by people with disabilities and traffic noise pollution. After the presentation, Greece asked if there is any consideration in the SDG monitoring framework to include indicators on the use or prevalence of autonomous vehicles. It was discussed that at this point, data availability and information on autonomous vehicles is limited.

12.   The Working Party decided that the following additional indicators are appropriate for monitoring the transport-related Sustainable Development Goals in the ECE Region:

- Percentage of new passenger cars that are zero emission.

- Trends in new passenger car vehicle weight.

- Breakdown of road fatalities by type of road user.

13.   The Working Party requested that the secretariat develop the SDG microsite as presented. Concerning the Road Safety Action Plan for 2023-2030 discussed at the Inland Transport Committee in 2023, the Working Party emphasised that for monitoring, official statistics on traffic fatalities and injuries (as collated by the Working Party and partners) should be the primary benchmark for tracking progress.

IV. Big data and innovation in transport statistics production (agenda item 3)

Documents: ECE/TRANS/WP.6/2023/7; Informal document WP.6 No. 1 (2023)

14.   The International Telecommunication Union (ITU) presented their work related to mobile phone data (MPD). ITU leads the task team on MPD within the UN Committee of Experts on Big Data and Data Science for Official Statistics (CEBD), that include various international organisations, member States, academia and the private sector. They explained the current and potential use of MPD for producing interesting transport and commuting statistics (as well as having applications for transport planning). An important point to stress was that the data would only be used for statistical purposes and only derived aggregate data should be used (rather than individual trips) to secure data privacy. ITU explained the benefits and challenges of MPD and presented their already-produced handbooks, with transport and commuting statistics to follow soon. The presentation encouraged interest from member States in collaborating on mobile phone in transport statistics, by sharing country examples of any use cases of MPD in transport statistics production, even if they relate to experimental statistics or works in progress.

15.   The secretariat (who led development of the transport and commuting statistics handbook together with the United Arab Emirates) presented the potential areas of transport statistics that MPD could contribute to, and noted that the main potential of MPD may be on producing Origin-Destination matrices, as travel surveys often do not have detailed information on this at a small area level. The secretariat also gave updates on the progress on the handbook, which will provide some technical details on processing data and various statistics-focused country examples, to help countries start collecting and using MPD. Delegates were invited to share comments on the draft handbook[2] as well as additional experiences with MPD by mid-June 2023.

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[1] https://www.bfs.admin.ch/bfs/de/home/statistiken/nachhaltige-entwicklung/monet-2030.html.
[2] https://unece.org/sites/default/files/2023-05/ECE-TRANS-WP6-2023-Inf-1%20%28MPD%20Handbook%29.pdf.

16.   During discussions delegates from Italy, Germany, the United Kingdom, and Ireland shared their own national experience using MPD, as well as other Big Data sources. The (sometimes) high cost of obtaining the data was mentioned. Germany commented that they use MPD and Origin-Destination matrix to analyse the mobility of people. To overcome challenges, Germany adjusts the MPD to be consistent with other transport survey and official statistics. Italy's future projects are shared between the statistics office and the railway operator. Mobility data may focus on odometric data.

17.   Ireland mentioned that they use Automatic Identification System data to analyse maritime traffic movements, and their method will shortly be published on Github. Recently, they have been doing significant work using experimental statistics. Unfortunately, they cannot be considered as official statistics, but Ireland is putting efforts to change this. Big data require new infrastructure demands, which they are trying to meet with a new Big Data hub. As there is no quality guidance documents available on big data, they are trying to establish it. Whether big data can be published without human inputs are still under discussions. The United Kingdom described the prospects for using their new bus open data platform to produce punctuality statistics.

18.   During the discussions, Eurostat also shared their experience on big data. Eurostat is exploring and testing data collection from Automatic Identification System for maritime statistics. They also explore innovative data on transport and mobility. They combine available geographical information with other source of big data, such as data on charging infrastructure, population, accessibility to urban transport, to analyse transport networks. Eurostat is also planning to develop the HUB for data to facilitate data sharing within European countries.

19.   The Working Party welcomed progress on the handbook on using MPD for Transport Statistics and transport planning.

V.   Electric vehicle charging statistics (agenda item 4)

Documents: ECE/TRANS/WP.6/2023/5

20.   The secretariat introduced the topic and the increasing importance and attention that electric vehicles (EV) are gaining. The wider adoption of EVs was discussed in the recent UNECE's Inland Transport Committee and the side event where the WP.6 Chair participated. The Secretariat mentioned that several countries are already collecting data on public EV charging stations. The recent survey sent out by the secretariat, Eurostat and the ITF shows that 66 per cent of ECE countries are currently collecting or planning to collect the data on charging infrastructure, from various sources. The question on what the right indicators are to calculate still remains (i.e. charging pools, devices, charging points, charging power).

21.   The secretary of the Working Party on Transport Trends and Economics (WP.5) introduced their relevant recent work on this item. WP.5 provides an inter-regional forum on how to overcome challenges to develop inland transport, and they also cover EVs and charging infrastructure. EVs are a cross-cutting issue, so WP.5 works in collaboration with the Sustainable Energy Division and secretaries to other working parties. According to the IEA, there will be a rapid increase in the number of EVs in the ECE region and ensuring sufficient charging infrastructure and developing innovative battery industry would be crucial, hence the involvement of WP.6, WP.5 and other Working Parties under the Inland Transport Committee.

22.   Member States then presented their practices on tracking EVs and charging infrastructure. Latvia presented their recent project that analyses public EV charging infrastructure and electricity consumption in transport. With this project, Latvia collected information on charging stations at a regional level, developed a system to calculate energy consumption by public and private electric vehicles, and produce estimates on future energy consumption. Latvia presented various interesting statistics on charging infrastructure and transport, and noted the impacts of temperature and battery capacity on the batter life of EVs, and thus to electricity consumption. Latvia demonstrated that they observed a significant increase in electricity consumption due to increasing number of EVs in 2021, which

corresponded to an estimated reduction of 19,000 tonnes of CO_2 emissions, 3 tonnes of particulate matter, 73 tonnes of Nitrogen oxides and 4 tonnes of Volatile Organic Compounds. After the presentation, delegates asked about the data collection methods for charging station locations data. There was also a question on the availability of data for the utilisation rates for the charging points. Latvia answered that they receive data on EV charging points from relevant registries, where all vehicles are registered and data on charging points are available. Data on utilisation rates of each charging points are not currently available.

23.   Hungary presented their analysis on public charging infrastructure statistics. They observed the increasing number of EVs and charging stations in Hungary over the past few years. They introduced the institutional and legal background in Hungary for relevant data collection, and explained their various terminologies (i.e. public, charging capacity categories), that are used for data collection. They calculated indicators that included the proportion of chargers that are Direct Current (typically faster chargers) in the total, which has been stable in the last few years. Hungary also presented their data on electricity consumption of charging stations and the number of public chargers, among other things. After the presentation, delegates discussed the necessity of agreeing on the definition of terminologies relevant to EVs and EV charging infrastructure, including the definition on 'public/ private', charging speed, and 'charging points/stations'.

24.   Denmark presented their work on tracking electricity consumption from household charging of EVs. Statistics Denmark aims to fill the gap in energy balances and accounts that EV charging may create. For this, Denmark compares the electricity consumption of households prior to and after EV purchase, using data from vehicle registries on purchase of EV, along with other data such as population data and smart meter data. Denmark reported that they observed a significant increase in electricity consumption after the purchase of EV among detached households, who tend to charge their EVs at home. After the presentation, delegates asked whether it is common to have private EV charging stations in residential houses in Denmark, and they answered that it is becoming more usual. There were also questions on the legal basis to use registries data in Denmark, as it is not allowed in some countries. Denmark answered that there is legal basis to do so in Denmark, as they utilise all available data for statistical purposes, due to limited budget allocated to statistics.

25.   DG MOVE presented the regulations on the development of alternative fuels infrastructure and data collated by the European Alternative Fuels Observatory (EAFO)[3], and data reporting requirements in the upcoming Alternative Fuels Infrastructure Regulation (AFIR). They also explained their definition of 'public' and 'private' as in publicly accessible or private charging points. They clarified the difference between charging 'point', 'station', and 'pool', and discussed the categorisation of charging points by the charging speed. After the presentation, delegates asked if their data is publicly available online in user-friendly, "bulk download" formats or through an API, and whether their data are considered as official statistics. DG MOVE answered that their data are available to the public, and they are putting efforts to improve user friendliness. Their data is not considered as official statistics as they are not always collated through national statistical systems. Eurostat stressed the importance of the definition of European statistics. Including charging infrastructure data in the Common Questionnaire in the future would likely lead to more standardised and better quality data as the AFIR includes mandatory reporting it is likely that official statistics definitions and collection will converge towards these definitions.

26.   After presentations, countries discussed on how to proceed on international definitions and terminologies related to EVs and charging infrastructure. Norway mentioned that they publish annual data that they receive from an electric vehicle association, but they do not have any influence over the data definitions/categories they use. They added that international harmonisation of terminologies would indeed be useful, although it would be important to take a pragmatic approach and consider the availability of data. The United Kingdom also mentioned that they use various categories related to EVs and their charging infrastructure. The United Kingdom also commented that it could be challenging to change the categories of charging infrastructure in the short term, for example by charging speed, as

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[3] https://alternative-fuels-observatory.ec.europa.eu/.

they would need to consult this with data providers. Denmark noted the importance of considering statistical needs when discussing definitions and classifications of charging infrastructure, rather than simply accepting technical definitions and categories as in legislation. They also noted that the EAFO data were sometimes from crowd-sourced sources.

27.   Given that the EAFO is already producing data in this space, there was discussion about whether these data could be taken as-is when collating infrastructure data at the UNECE level. Eurostat noted that as National Statistical Offices were typically not involved in the production of the data, then they should not be considered as official statistics, and that it would be useful for the transport statistics community to work on definitions and data production itself.

28.   The Working Party agreed with the proposal to circulate a pilot questionnaire on electric vehicle charging infrastructure, focussing on public charging pools, stations and points, with categories agreeing with those of the EEAFO.

VI.   Statistical activities of member States (agenda item 5)

29.   The Netherlands CBS presented their work on tracking intermodal transport containers. To analyse multimodal transport chains, their project focuses on the movement of containers, as they are easy to switch transport modes and are ideal for multimodal optimisation. They explained that each container has a unique identifier number for easy tracking. Netherlands takes a bottom-up approach, following individual containers across multimodal transport chains. They integrate the container identifier number with a goods number from customs data for their analysis. Their analysis requires a large amount of data every month (this processing is necessary, as the project is only possible by CBS processing the company transport management system data directly, saving industry the reporting burden. Among the main challenges they face include missing data (both structural and incidental missing data) and processing data that are large. Selecting correct variables to analyse can also be challenging. The UK had a question on whether the Netherlands collect data for port of origin only or also collect transhipment data (when goods have been transferred at an intermediate port). Netherlands answered that currently they only collect origin data, but they are planning to include transit data as well to have a full picture of transport chains.

VII.   Data collection, methodological development and harmonization of transport statistics (agenda item 6)

A.   Tram and metro statistics

30.   The secretariat presented a short update on the collection of tram and metro statistics, their value for tracking public transport post-covid-19, and their use for complete inland modal split calculations for passenger transport. It was noted that this is a data collection with a very small reporting burden, as well as very relevant for monitoring city-specific transport trends.

31.   The Working Party agreed that the tram and metro questionnaire should be continued.

B.   Common questionnaire

Documents: ECE/TRANS/WP.6/2023/9

32.   The Secretariat provided overall report on Common Questionnaire (CQ) data collection for reference year 2021 and presented several data quality aspects and various activities attempted to increase the response rate over the last twelve months. In addition, the Secretariat discussed the plan and proposals to conduct a specific discontinuation in the UNECE database related to load capacity of road goods vehicles. This is due to well noted data quality issues (countries have often either reported the wrong concept or the wrong unit) and in addition the limited value that they add (total load capacity can be estimated based on

number of vehicles in different weight categories, and does not appear to have changed significantly over time. The Working Party approved the approach of the secretariat to discontinue the dissemination of road vehicle load capacity data (this decision only affects ECE and not other organizations).

33. The European Commission (Eurostat) presented technical aspects of collecting common questionnaire data and discussed the availability of data collected. They also discussed the issues with the current definitions of mopeds and provided suggestions for new definitions. There was also discussion on recategorizing fuel types to give more importance to electricity as a fuel type (for mopeds as well as other vehicle types).

34. The European Union Agency for Railways presented the results of the recent Data Quality Task Force that they chaired on international rail statistics and the implications for Common Questionnaire data in the future.

C. Vehicle statistics and data gaps

Documents: ECE/TRANS/WP.6/2023/8

35. The secretariat introduced a discussion around certain aspects of vehicle statistics, including the definition of mopeds and updating the glossary to bring more clarity. The secretariat commented that the definition of mopeds can become explicit by covering L1 and L2 in the UN Consolidated Resolution on the Construction of Vehicles classification. Currently, the line between what constitutes mopeds and e-bikes is not clear. Several member States commented that they would need to check exactly what their current statistics actually cover.

36. Latvia presented their new transport statistics on Light Utility Vehicles. Following recent growth in freight transportation by road in Latvia, there is increasing attention to freight transportation by light utility vehicles, and they started to collect data on this. They presented their statistics on vehicles registered by gross vehicle mass and demonstrated its importance in city logistics and presented their plan for the coming years for the new data collection, with support from a Eurostat grant.

37. Norway presented their past survey on Light Utility Vehicles as well as plans for the new survey. The previous surveys were conducted in 2008, 2015 and 2018. The collected data could feed into transport planning, modelling, studies on urban logistics, among others. For their new survey, they plan to combine the survey with a mobile app. The travel survey app could use several sensors in the mobile phone of drivers to automatically detect travel mode. They also explained the challenges that need addressing, including legal, technical and methodological issues. Eurostat noted that work continued on the Light Utility guidelines which would be publicly available.

38. Finland delivered a presentation on transport greenhouse-gas emission statistics. Statistics Finland will calculate annual transport greenhouse gas emissions from the reference year 2023. They collect transport statistics from each transport modes, that are railway transport, maritime transport, air transport and road transport. Their emissions calculation, based on the number of vehicles, traffic performance and emission coefficient, was demonstrated. They also explained data gaps and challenges they face, particularly in the road transport sector, to collect vehicle-kilometres data. It was noted by Eurostat that detailed vehicle-km are a necessary input to this process.

39. The UNECE Statistics division presented its work on administrative microdata for climate change, energy and environment statistics, carried out under the Conference of European Statistics. UNECE, IEA and Eurostat jointly held a webinar to facilitate sharing of experience and knowledge about environment-related administrative micro data, focusing on electricity consumption, metered gas consumption, metered water consumption, building energy performance certificates and vehicle roadworthiness tests. To access the data legal and policy frameworks as well as organizational and technical frameworks are required. They shared country examples of administrative micro data usage and presented the next steps, including an upcoming in-depth review on this topic by the Bureau of the Conference of European Statisticians. They would welcome further transport examples of uses of administrative microdata from countries.

40. The Working Party took note of definitions regarding moped and ongoing work by the ITF on micro-mobility. It was agreed that the definition of Moped could be updated to explicitly cover vehicle categories L1 and L2 only, and further that CQ collection could in future show a breakdown between fossil fuel mopeds and electric mopeds. Member States were encouraged to report on issues arising from emerging definitions relating to light/new mobility developments, and how this corresponds to existing vehicle data collection.

D. Transport Data Commons

Documents: ECE/TRANS/WP.6/2023/11

41. The secretary of the Working Party on Pollution and Energy (WP.29/GRPE) presented the secretariat's continued involvement in the Transport Data Commons initiative. The aim is to develop a global database that is useful for transport and emissions purposes, by drawing on multiple existing statistical databases, possibly combining with data from other sources when relevant. The Working Party expressed support for continued involvement in the Transport Data Commons Initiative.

VIII. Traffic censuses and geospatial statistics (agenda item 7)

A. 2020 E-Road traffic censuses

Documents: ECE/TRANS/WP.6/2023/2

42. Ireland presented their work on using traffic count data from 300 automated units to track near-real time transport metrics, using them for example to ascertain tourist numbers (as coach travel is very popular for tourists in certain areas). Building partnerships between statistics offices and others in government (in this case Transport Infrastructure Ireland) was an important pre-requisite for the success of this project. An open question for the statistics office is whether these data can be published directly (after the implementation of their quality algorithms) without any human control. Next steps for this project include identifying Heavy Goods Vehicle movements close to cities which allows insights into where distribution hubs could be most useful. The use of traffic counters is one of several of Ireland's attempts in integrating big data into official statistical production.

43. The secretariat presented the status of the UNECE E-Road census, and the recommendations for 2025. There was a discussion on modernising the census, based on more timely data from automatic traffic counts when available, which could be available e.g. annually rather than waiting every five years for the data. The secretariat also highlighted the different uses of these data, including identifying modal shifting opportunities.

44. The Working Party approved the recommendations for the 2025 E-Road census, noting that modernisation of the Road census could include more timely data directly from traffic counters.

B. 2020 E-Rail traffic censuses

Documents: ECE/TRANS/WP.6/2023/4

45. The secretariat presented E-Rail census results for 2020 and 2025 recommendations. It was noted that the E-Rail census data for 2020 coming from Eurostat (via the Annex V of their rail statistics regulation) had a noticeable improvement in terms of availability and quality. The idea of plotting the train movements onto the real shape of the rail network (rather than origin-destination straight lines) was proposed. Eurostat noted that an improvement to the E-Rail census collection could ask countries to indicate whether a TEN-T segment is part of the core or comprehensive TEN-T network.

46. The Working Party approved the recommendations for the 2025 E-Rail census. The Rail census should ask countries to specify if TEN-T segments are core or comprehensive.

C. Other geospatial applications in transport statistics

Documents: ECE/TRANS/WP.6/2023/10

47. The secretariat provided updates on visualising Inland waterway transport volumes, as per the request of the Working Party on Inland Water Transport (SC.3) to develop an E-IWW census. The map shows modelled inland waterway transport volumes on the E-IWW network based on Eurostat origin-destination data, which has been used to produce a data story. The secretariat also presented the work it has completed on mapping the railway network and parameters on GIS through the AGC/AGTC GIS Tool (https://ter-gis.unece.org/freight/) with the aim of providing users the ability to identify minimum technical parameters between any two points on the AGC/AGTC network. The secretariat is continuously exploring other visualisation options for transport volume data.

48. Eurostat presented their efforts to improve geospatial transport statistics, notably through their own interactive map of Annex V rail data (the same data as the UNECE E-Rail census).

49. The Russian Federation presented their experiences on producing statistics using innovative technologies in railway transport. They proposed to consider integrating these concepts into a future edition of the Glossary for Transport Statistics. A more detailed proposal would be sent to the secretariat in due course. The representative of the Samara State University of Railway Transport presented on tracking synchromodal transport in Eurasia.

IX. Dissemination of transport statistics by the United Nations Economic Commission for Europe (agenda item 8)

Documents: ECE/TRANS/WP.6/2023/3

50. The secretariat presented its strategy for dissemination of transport statistics, which focusses on different types of users ranging from transport data experts, transport analysts, and more general policy makers as well as the general public. The range of developed and forthcoming products was showcased, including data stories, the interactive transport statistics Infocards dashboard, and the microsite on transport-related SDGs.

51. Switzerland shared their approach to disseminating the key messages of their five-yearly mobility survey, through a "scrollytelling" site that included animated graphs and appealing visualisations, aimed at communicating key messages to the public rather than transport statisticians.

52. The Working Party endorsed the secretariat's approach to continue innovation in dissemination through data stories and other novel products.

X. Rules of Procedure and Terms of Reference of the Working Party (agenda item 9)

Documents: ECE/TRANS/WP.6/2023/6

53. The Working Party adopted new Rules of Procedure as set out in ECE/TRANS/WP.6/2023/6 to align with those of the Inland Transport Committee. As such, it also adopted new Terms of Reference (as set out in the same document) that refer to these new Rules of Procedure.

XI. The United Nations Economic Commission for Europe Inland Transport Committee and its subsidiary bodies (agenda item 10)

Documents: ECE/TRANS/WP.6/2023/12

54. The secretary of the Working Party on Intermodal Transport and Logistics (WP.24) presented their Working Party's approach to setting targets for intermodal transport (ECE/TRANS/WP.6/2023/12) which discusses indicators that could serve as a basis for setting up the targets. Among these indicators, it should be noted that the unitization rate indicator is compiled from existing regulated data collection for the individual modes, and then adjusted to be as comparable as possible. The secretariat pointed to challenges in using the unitisation rate and suggested that it is applied in combination with rail modal share. During questions, it was noted that data for countries outside of the European Union are not widely available.

55. The secretary of the Working Party on Transport Trends and Economics (WP.5) gave updates on three relevant items: the deployment of the Sustainable Inland Transport Connectivity Indicators (SITCIN) platform, which allows countries to assess their own inland transport performance; the work on the Group of Experts on cycling infrastructure module (WP.5/GE.5), which among other things is looking for quality cycling activity data; and an update on the development of the Inland Transport Committee's Strategy on reducing greenhouse gas emissions in inland transport.

56. The secretariat described the UNECE e-learning platform LearnITC[4].

57. The Working Party took note of updates from the secretariat regarding the UNECE climate change strategy, the group of experts on cycling infrastructure, and the Working party on Intermodal Transport and Logistics, and stood ready to assist as required.

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

A. European Commission (Eurostat)

58. The Working Party was informed about the current activities of the European Commission (Eurostat), starting with the legal basis of various mandated statistical collections as well as non-mandated collections such as regional transport statistics and the common questionnaire. The representative presented new developments in transport statistics, including aviation statistics as part of the European Statistical Recovery Dashboard, developments on inland waterway passenger statistics, modal split indicators for all freight modes, the improved data and visualization associated with the five-yearly Annex V rail data, and progress on methodology for light utility vehicle surveys (with several member States conducting grant-funded surveys on this this year). A description of the modernisation of Eurostat's IT system for statistical production was also given, as well as a presentation of the new "Key Figures on European Transport" publication.

B. International Transport Forum

59. The representative of the ITF informed the Working Party about their organisation as well as their transport data collection and dissemination. She described their core data collections which include transport infrastructure, transport measurement, transport safety and short-term indicators, as well as the ITF statistics briefs which present important observations on global transport and mobility trends. Finally, the ITF's transport data explorer was highlighted.

C. European Commission (DG MOVE)

60. The representative of DG MOVE informed the Working Party about recent developments in European Union transport policy, such as the European Green Deal and the Sustainable and Smart mobility Strategy.

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[4] https://learnitc.unece.org/.

61.   The presentation also outlined uses by the Commission of statistics for policy measures and monitoring. The EU Transport in Figures publication was mentioned, as well as the EU SDG Monitoring Report, the 2023 EU Voluntary Review of SDGs Implementation (to be presented at the 2023 High Level Political Forum on Sustainable Development), Sustainable Urban Mobility Indicators. Finally, ongoing studies were described, such as one on the internalisation of external costs of transport, and on COVID-19 impacts and other topical events on transport connectivity and competition.

XIII.   Other business (agenda item 12)

A.   Date of next session

62.   The Working Party was informed that the next session is provisionally planned for 22 to 24 May 2024 at the Palais des Nations (Geneva). The delegate of the ITF noted that these dates would clash with the ITF annual summit.

B.   Information on upcoming meetings on transport statistics

63.   The Working Party was informed about dates and locations of upcoming meetings on transport statistics in 2023 and 2024. Eurostat will hold their maritime statistics working group 28-29 September 2023 (virtually), and their Coordination Group for Statistics on Transport 29-30 November 2023 (in-person).

XIV.   Summary of decisions (agenda item 13)

64.   The meeting adopted its main decisions. The report of the session will be prepared by the secretariat in cooperation with the Chair.

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