

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Transport Statistics

Task force on statistics on transportation by buses and coaches

Stockholm, 22-23 November 2007

REPORT OF THE TASK FORCE MEETING

STATISTICS ON TRANSPORTATION BY BUSES AND COACHES

held at the Swedish National Road and Transport Research Institute's (VTI) Office
(Stockholm, Sweden)

ATTENDANCE

1. The fourth meeting on Statistics on Transportation by Buses and Coaches was hosted by the Swedish Institute for Transport and Communications analysis (SIKA), and organised jointly by the UNECE Transport Division and the European Commission.
2. The meeting was held under the chairmanship of Mr. Peter SMEETS (The Netherlands). Representatives of the following UNECE member States participated: Czech Republic, the Netherlands, Slovakia and Sweden. The UNECE secretariat and DG TREN from the European Commission were also represented.

ELECTION OF CHAIRMAN

3. The Task force meeting elected Mr. Peter SMEETS (the Netherlands) as the Chairman of the Meeting.

ADOPTION OF AGENDA

4. The Task force meeting adopted the provisional agenda prepared by the secretariat ([AC.6 Informal document No.9](#)).

GENERAL DISCUSSION AND PRESENTATION OF DOCUMENTS

5. Mrs A. MYHR (Sweden) presented a new version of the questionnaire regarding methodology when collecting statistics about transportation by buses and coaches.
6. The Task force meeting had a long discussion on the elaboration of definitions. The adopted definitions are listed in Annex 1 to this report.

Annex 1: Definitions

Urban area

Area within the administrative boundary or a set of administrative boundaries of a core city (settlement).

Urban area may be classified by size according to number of inhabitants:

10 000 to 49 999 – small

50 000 to 249 000 – medium

250 000 or more – large

Urban areas will comprise territorial units having a larger number of inhabitants, most of those, but not necessarily all, are living in built-up areas. Built-up areas may include villages and towns in rural districts.

Road inside a built-up area

Road within the boundaries of a built-up area with entries and exits sign-posted as such.

Roads inside a built-up area often have a speed limit of 50 km/h.

Excluded are motorways, express roads and other roads of higher speed traversing the built-up area, if not sign-posted as built-up roads. Streets are included.

Road outside a built-up area

Road outside the boundaries of a built-up area, which is an area with entries and exits sign-posted as such.

TRANSPORT EQUIPMENT (buses and motor-coaches)

Stock of buses or motor-coaches

Number of buses or motor-coaches registered at a given date in a country and licensed to use roads open to public traffic.

This includes buses or motor-coaches exempted from annual taxes or license fees; it also includes imported second-hand vehicles. The statistics should exclude military vehicles.

Motor-coach or bus

Passenger road motor vehicle designed to seat more than nine persons (including the driver).

Statistics also include mini-buses designed to seat more than 9 persons (including the driver).

Buses

Passenger road motor vehicle designed to carry more than 23 persons (including the driver), and with provision to carry seated as well as standing passengers.

The vehicles may be constructed with areas for standing passengers, to allow frequent passenger movement, or designed to allow the carriage of standing passengers in the gangway.

Motor coaches

Passenger road motor vehicle designed to seat more than 23 persons (including the driver) and constructed exclusively for the carriage of seated passengers.

Minibuses

Passenger road motor vehicle designed to carry 10- 23 seated or standing persons (including the driver).

The vehicles may be constructed exclusively to carry seated passengers or to carry both seated and standing passengers.

Number of seats/berths in buses and motor coaches

Number of seats/berths, including the driver's, available in the vehicle when it is performing the service for which it is primarily intended.

In case of doubt, the highest number of seats/berths available should be taken into account.

Allowed bus/motor-coach passenger capacity

Maximum number of seated and standing passengers (excluding the driver) allowed by the competent authority of the country of registration

Energy consumption by bus or motor-coach

Final energy consumed by **buses or motor-coaches**.

*This includes final energy consumed by unloaded **buses or motor-coaches**.*

Tonne of oil equivalent (TOE)

Unit of measurement of energy consumption : 1 TOE = 0.041868 TJ.

Conversion factors adopted by the International Energy Agency (IEA) for 1991 are the following:

-- Motor gasoline	1.070
-- Gas/diesel oil	1.035
-- Heavy fuel oil	0.960

- *Liquified petroleum gas* 1.130
- *Natural gas* 0.917

The conversion factor used by the IEA for electricity is: 1 TWh = 0.086 Mtoe.

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.

Date of first registration of bus and motor-coach

The data of first registration of a bus or motor-coach is the first-time registration of the vehicle as new in a Motor Vehicle Register, irrespective of the nationality of the register.

The dating of the registration is the date on which the registration was recorded at the Motor Vehicle Registration Office. The registration of an imported second-hand bus or motor-coach is not a first-time registration but should be regarded as a re-registration.

Road passenger transport enterprise

Road transport enterprise offering and performing services in the transport of one or more persons (passengers), not including the driver, and whose main activities in the field of road transport, according to value-added, is road passenger transport.

Employment

Average number of persons working during the given period in a road transport enterprise (inclusive of working proprietors, partners working regularly in the enterprise and unpaid family workers), as well as persons working outside the enterprise but who belong to it and are directly paid by it.

Turnover

Total amount invoiced by the road transport enterprise during the period under review. This corresponds to market sales of goods or services supplied to third parties. Turnover includes all duties and taxes on the goods or services invoiced by the enterprise with the exception of VAT invoiced by the unit vis-a-vis its customer. It also includes all other charges ascribed to the customer. Reduction in prices, rebates and discounts as well as the value of returned packing must be deducted, but not cash discounts.

Turnover does not include sales of fixed assets. Operating subsidies received from public authorities are also excluded.

Revenues

Amounts expressed in monetary units which are entered in the accounts as credit to the road transport enterprise.

Types of revenues

The main categories of revenues to be considered are:

-- Revenues from transport operations

This category includes goods and passenger traffic revenues.

-- Amounts received from the State or other public bodies

This category includes compensation receipts and other subsidies.

-- Other revenues

This category includes revenues not related to transport activities, e.g. financial revenues etc.

Costs

The amount of available resources spent by the road transport enterprise in conjunction with an operation or service, or with a series of operations and services.

Types of costs

The main categories of costs being considered are:

-- Labour costs

Including wages and salaries of active staff, pensions, various social charges , etc.

-- Material and service costs

Including purchase of other material and services provided by third parties, but excludes energy consumption costs.

-- Energy consumption costs

-- Taxes

-- Financial charges

-- Other costs

Including amounts allocated to depreciation and provisions etc.

Gross value added

Gross output of the road transport enterprise less the value of its intermediate consumption. Gross value added of domestic production of all road transport enterprises in a country is equal to their contribution to the GDP of that country.

It is understood that gross value added, in this context, is expressed in market prices.

Bus or motor-coach journey

A movement of a bus or motor-coach from a specified point of origin to a specified point of destination.

Vehicle-kilometre

Unit of measurement representing the movement of a bus or motor-coach over one kilometre.

The distance to be considered is the distance actually run. It includes movements without passengers.

National transport by bus or motor-coach

Transport by bus or **motor-coach** between two places (a place of loading/embarkation and a place of unloading/ disembarkation) located in the same country irrespective of the country in which the vehicle is registered. It may involve transit through a second country.

Cabotage transport by bus or motor-coach

National transport performed by **by bus or motor-coach** registered in another country.

International transport by bus or motor-coach

Transport by bus or **motor-coach** between a place (of loading/embarkation or unloading/disembarkation) in the reporting country and a place (of loading/embarkation or unloading/disembarkation) in another country.

Such transport may involve transit through one or more additional country or countries.

Cross-trade transport by bus or motor-coach

International transport performed by **by bus or motor-coach** registered in a third country.

A third country is a country other than the country of loading/embarkation or than the country of unloading/disembarkation.

Urban road transport

Transport carried out on urban roads or tramways.

Only transport mainly or solely performed on urban roads is considered to be urban transport.

Road passenger

Any person who makes a journey by a road vehicle. Drivers of passenger cars, excluding taxi drivers, are counted as passengers. Service staff assigned to buses, motor coaches, trolleybuses, trams and goods road vehicles are not included as passengers.

Road passenger-kilometre

Unit of measure representing the transport of one passenger by road over one kilometre.

The distance to be taken into consideration is the distance actually travelled by the passenger.

Road passenger trip on public transport

The combination between the place of embarkation and the place of disembarkation of passengers conveyed by bus or tram.

A passenger transfer from one vehicle directly to another one of the same kind, regardless of the undertaking, shall if possible not be regarded as disembarkation / embarkation. Whenever during the transfer another mode of transport is used, this is to be regarded as disembarkation from a vehicle followed by a subsequent embarkation on another vehicle.

Road passenger transport link

The combination of the place of embarkation and the place of disembarkation of the passengers conveyed by road whichever itinerary is followed.

Places are defined by using international classification systems such as NUTS (Nomenclature of Territorial Units for Statistics - Eurostat).

Place of embarkation

The place taken into account is the place where the passenger boarded a road vehicle to be conveyed by it.

A transfer from one road vehicle to another is regarded as embarkation after disembarkation.

Place of disembarkation

The place taken into account is the place where the passenger alighted from a road vehicle after having been conveyed by it.

A transfer from one road vehicle to another is regarded as disembarkation before re-embarkation.

Use of transport capacity

Indicator of the use of the transport capacity

The indicators can be calculated as the actual transported amount of goods or passengers in percentage of the capacity of the vehicle measured in weight, volume, area of body or allowed number of seated or standing passengers (as defined in B.II.30a-d).

Taking into account the transported distance and gradually unloading during a journey alternative indicator can be calculated as the actual transport performance in percentage of the maximum possible transport performance for the actual journeys.

Injury accident

Any accident involving at least one bus or motor-coach 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.

A suicide or an attempted suicide is not an accident but an incident caused by a deliberate act to injure oneself fatally. However, if a suicide or an attempted suicide causes injury to another road user, then the incident is regarded as an injury accident.

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 within a very short interval. Injury accident excludes accidents incurring only material damage.

Fatal accident

Any injury accident resulting in a person killed.

Non-fatal accident

Any injury accident other than a fatal accident.

Casualty

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

Person killed

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

A killed person is excluded if the competent authority declares the cause of death to be suicide, i.e. a deliberate act to injure oneself resulting in death.

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

Person injured:

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

Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.

An injured person is excluded if the competent authority declares the cause of the injury to be attempted suicide, i.e. a deliberate act to injure oneself resulting in injury, but not in death.

Person seriously injured:

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

Person slightly injured:

Any person injured excluding persons seriously injured.

Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.

Driver involved in an injury accident

Any person involved in an injury accident who was driving a bus or motor-coach at the time of the accident.

Passenger involved in an injury accident

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.

Accident with drivers reported under the influence of alcohol, 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.

Regular services

Services which provide for the carriage of passengers at specified intervals along specified routes, passengers being taken up and set down at predetermined stopping points.


Special regular services

Regular services, by whomsoever organized, which provide for the carriage of specified categories of passengers to the exclusion of other passengers.

Occasional services

Services which do not fall within the definition of regular services, including special regular services and whose main characteristic is that they carry groups of passengers constituted on the initiative of the customer or the carrier himself.

Own-account transport operations

Operations carried out for non-commercial and non-profit-making purposes by a natural or legal person, whereby 

- the transport activity is only an ancillary activity for that natural or legal person,
- the vehicles used are the property of that natural or legal person or have been obtained on deferred terms by them or have been the subject of a long-term leasing contract and are driven by a member of the staff of the natural or legal person or by the natural person himself.
