



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.6/2009/12
14 April 2009

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Transport Statistics

Sixtieth session

Geneva, 15-17 June 2009

Item 4 (h) of the provisional agenda

**METHODOLOGICAL DEVELOPMENT AND HARMONIZATION OF
TRANSPORT STATISTICS**

Statistics on transport of dangerous goods

Transmitted by Eurostat*

Note by the secretariat

In accordance with its programme of work 2008-2012 (ECE/TRANS/2008/11), programme element 02.12.1 (a) on “Statistics on the transport of dangerous goods” adopted by the Inland Transport Committee on 21 February 2008 (ECE/TRANS/200, paragraph 120), EUROSTAT has prepared the present document for consideration by the Working Party in accordance with its decision taken at its 59th session (ECE/TRANS/WP.6/155, paragraph 49).

* The UNECE Transport Division has submitted the present document after the official documentation deadline for technical reasons.

I. INTRODUCTION

1. At its fifty-ninth session held in Geneva on 28-30 May 2008, the Working Party on Transport Statistics (WP.6) asked Eurostat to give a presentation on the transport of dangerous goods in the EU, for the different modes of transport, at its next session to be held in June 2009.
2. This matter, which is based on various EU legal instruments, was first presented during its last meeting in December 2008 to the Coordination Committee for Statistics on Transport (CCST), which gathers EU Member States, candidate countries and EFTA countries on the premises of Eurostat.
3. Hereinafter, Eurostat reviews the different modal processes of community goods transport statistics in order to identify relevant collected variables or tables, classifications used, as well as current tables, available on the online database of Eurostat, which give information on the transport of dangerous goods.
4. As a reminder on transported goods classifications, Eurostat presents on CIRCA a conversion table between NST 2007 (the classification of transported goods) and RID/ADR (the classification of dangerous goods).

II. ROAD

5. Road freight transport statistics are based on Council Regulation (EC) No. 1172/98.
6. The most relevant variable reported by participating countries is within dataset A3 (goods-related variables in the basic transport operation):
 - (a) A3.3: classification of dangerous goods.
7. It should be noted that this variable gives values in different categories (classes = 1 digit, or divisions = 2 digits) of the RID/ADR classification of dangerous goods, as defined in Directive 94/55/EC, Annex A:

Class or Division	Dangerous goods
1.	Explosives
2.	Gases, compressed, liquefied or dissolved under pressure
3.	Flammable liquids
4.1.	Flammable solids
4.2.	Substances liable to spontaneous combustion
4.3.	Substances which, in contact with water, emit flammable gases
5.1.	Oxidising substances
5.2.	Organic peroxides
6.1.	Toxic substances
6.2.	Substances liable to cause infections
7.	Radioactive material
8.	Corrosives
9.	Miscellaneous dangerous substances

8. On the online database of Eurostat, under “Transport”, the following table provides information on the transport of dangerous goods.

9. Under “Road transport” then “Road freight transport measurement”:
- (a) “Total road freight transport”
 - (i) “Annual road freight transport of dangerous goods, by type of dangerous goods and broken down by activity¹ (million TKM, million VKM, 1000 BTO)”.

III. RAIL

10. Rail transport statistics are based on EP and Council Regulation (EC) No. 91/2003.
11. The most relevant national tables reported by participating countries are:
- (a) A4 (detailed reporting): goods transported, by category of dangerous goods (as per Annex K);
 - (b) H2: number of accidents involving the transport of dangerous goods (as per Annex K) and number of accidents in which dangerous goods are released.²
12. It should be noted that Annex K to the legal act corresponds to the different categories (classes = 1 digit, or divisions = 2 digits) of the RID/ADR classification of dangerous goods, as defined in Directive 94/55/EC, Annex A: see above in the paragraph on road freight transport.
13. On the online database of Eurostat, under “Transport”, the following tables provide information on the transport of dangerous goods.
14. Under “Railway transport”:
- (a) “Railway transport measurement – goods”
 - (i) “Annual railway transport of dangerous goods (1000 T, million TKM)”
15. Also under “Railway transport”:
- (a) “Railway transport – accidents”²
 - (i) “Railway transport: annual number of accidents involving the transport of dangerous goods (number)”.

IV. INLAND WATERWAYS

16. Before 2007, Council Directive 80/1119/EEC was in force for inland waterways transport statistics. Now, these statistics are based on European Parliament (EP) and Council Regulation (EC) No. 1365/2006, which do not include the collection of data on dangerous goods.
17. As agreed at the meeting of the Inland Waterways Working Group held in February 2007, Eurostat started to collect data on the transport of dangerous goods, on a voluntary basis, within dataset A2. This dataset contains annual dangerous goods transport by type of transport broken down into national, international and transit transport and by type of dangerous goods.
18. The classification used to define the classes of dangerous goods is that of the European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways

¹ “Activity” in this case: national transport, or international transport, or total.

² In the future (likely after 2010), Eurostat will no longer collect the rail accident data.

(ADN). This classification is the same as the one used for road and rail transport (RID/ADR of Directive 94/55/EC).

19. For reference year 2007, only two reporting countries delivered dataset A2: one did not declare any transport of this kind and the other one declared just a few figures. However, an annual table on “transport of dangerous goods” has been implemented in the online database of Eurostat.

V. SEA

20. Dangerous goods have not been considered so far in Council Directive No. 95/64/EC.

21. However, recently - during meetings of the Task Force and the Working Group - the European Maritime Safety Agency (EMSA) showed interest in starting data collection in this area. The Task Force agreed to explore the possibility of commencing some preliminary research activity in this field.

VI. AIR

22. Dangerous goods have not been considered so far in EP and Council Regulation (EC) No. 437/2003, but this is less relevant for aviation.

VII. CONCLUSION

23. The transport of dangerous goods is not addressed in a comparable way in the different modes.

24. In road and rail, mandatory data are collected from the participating countries and Eurostat disseminates tables which depict the situation at Community level. In the other modes (sea and air), no variable has been collected so far. Therefore, dangerous goods are still absent from the Community publications on these modes.

25. The present situation is intermediate in inland waterways where a voluntary data collection is concluded.

Mode	Kind of data	Legal/voluntary	Prospects
Road	Transport	Legal	-
Rail	Transport, accidents	Legal	Accidents: collaboration with the European Railway Agency (ERA) (according to the new approach on safety statistics, ERA would collect data on accidents involving transport of dangerous goods, while Eurostat would keep collecting data on the transport of these)
IWW	Transport	Voluntary	-
Sea	None	-	Accidents: collaboration with the European Maritime Safety Agency (EMSA) is envisaged in the mid-term
Air	None	-	-

26. All transport mode statistics active in this field use the same classification (ADR/RID).
