
Working Party on Transport Statistics

Seventieth session

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Item 5(c) of the provisional agenda

Data collection, methodological development and harmonisation of transport statistics:

Common questionnaire

Possible Streamlining of the Web Common Questionnaire

Background

1. This document describes some areas of the ITF/Eurostat/UNECE web common questionnaire for transport statistics (WebCoQ) that may be considered for streamlining in the future, with descriptions of each. These have only been chosen for illustrative purposes, and member States are welcome to propose any other area for streamlining.

Bus and Coach Statistics

2. For over ten years Eurostat and UNECE collected data on bus and coach statistics through a pilot questionnaire, which covered data on passenger numbers, vehicle-km, journeys offered, seat-km offered and passenger-km, broken down by international versus national transport, urban versus interurban transport, and occasional versus regular transport. In 2013 it was decided at WP.6 to discontinue data collection on journeys offered and seat-km offered and to change the structure of the data asked for (ECE/TRANS/WP.6/165). This decision was reaffirmed at the meeting in 2018 (ECE/TRANS/WP.6/175).

This change will be implemented in 2019 and results in a reduction in the WebCoQ reporting burden of 22 indicators.

Gas Pipeline transport

3. It has been noted 2019 that data on gas pipelines asked for in WebCoQ are not published by any of the three organisations, despite the data collection going back to 2009. It has also been noted that there exists very little methodological guidance on how to fill in this module. The Working Party should consider if this data collection is to be continued.

If this module was discontinued, then there would be a reduction in the WebCoQ reporting burden of 22 indicators.

Road Safety

4. WebCoQ asks for road accident statistics, specifically, number of injury accidents, number of casualties, plus number of fatalities. All three areas are broken down by type of road, whereas the number of fatalities and casualties are also broken down by type of road user.

5. These data are certainly important and rank among the most important indicators in transport statistics. However, these data are already collected through a number of other sources. At the European Union level, the CARE database collects the information (in a much greater detail). And UNECE sends a questionnaire to countries not covered under the E.U. data collection, again in greater detail than that collected in WebCoQ.

6. This would make this data collection through WebCoQ seem repetitive. However, it should be noted that the WebCoQ data are often available earlier than data through CARE. For example, as of 4 June 2019, four EU countries (Ireland, Cyprus, Lithuania and Slovakia) did not yet have a finalized figure for fatalities for 2017 (and three of these did not have the figure for 2016 either). This could be the result of CARE data needing formal validation.

7. Member States are thus invited to reflect on the value of collecting these data through WebCoQ. If it is providing a useful quicker road accident statistics figure before CARE being finalized then this is a useful exercise. But if it is equally possible to have data available through CARE, even if provisional, then this would allow this section of webcoq to be discontinued.

If this module was discontinued, then there would be a reduction in the WebCoQ reporting burden of 25 indicators.

Rail Hauled Vehicle Movements

8. Rail hauled vehicle movements (hauled gross-tonne-km and hauled vehicle-km) is an example of a dataset not currently published by UNECE, though the data are published by Eurostat. As an example of data availability, 14 out of 30 Eurostat countries provided data for total gross-tonne-km in 2017.

9. This module is used as an example as it is of possibly less analytical value than other data on train-km and tonne-km; is not currently disseminated by UNECE; and has limited data availability.

If this module was discontinued, then there would be a reduction in the WebCoQ reporting burden of 22 indicators.
