Data Collection through the Web Common Questionnaire
Alex Blackburn, UNECE
• Reporting for the 2017 Data Cycle and reporting errors
• UNECE Data validation
• Comparison of webcoq data with Eurostat regulation data
• Possible Streamlining
• 2018 data opening
• Future developments and calendar

UNECE data processing in December, with database updated in January.

January-February: UNECE queries sent, with input from ITF on comparisons with ITF data from other sources.

May-June: UNECE additional update. 19 countries provided additional or new data compared to January.

- 2016 data cycle focused on data availability; 2017 letters were more on data verification.
- 2018 data cycle: focus on data relevant for SDGs?
Biggest problem is still units. Number of vehicles, new registrations, load capacity still cause the most number of problems.

For load capacity, some countries provide vehicle numbers rather than load capacity in tonnes.
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Data Validation: Shared list of queries

IWG coordination and recording of should lead to better data and less queries in the future.

<table>
<thead>
<tr>
<th>Year(s)</th>
<th>UNECE Indicator</th>
<th>Description</th>
<th>Action</th>
<th>Query</th>
<th>Response</th>
<th>Cases</th>
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<td>TR.529</td>
<td>Incorrect units for load capacity of trailers</td>
<td>Changed prior to upload, inform.</td>
<td>28/02/19</td>
<td>14/03/2019 revisions, new fixed</td>
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Since 2002 load time lower than Nat. Stat. and ITF

2007 and previous was based only (units are the same) webcast has data up to 2016, maybe they only add continued official stats to webcast.

"query"

28/02/19

14/03/19 national source is partially estimated (difference only a few percent)

IWG coordination and recording of should lead to better data and less queries in the future.
Verification that EU Regulated data agree with webcoq (in terms of residency versus territory etc). In general, almost all countries had the same coverage (sometimes small differences due to revisions). But some systematic differences seen.

- Passenger Rail: 4 countries show systematic differences, with webcoq 3-12% higher (Slovenia, Switzerland, Ireland, Austria).
- Freight rail: no systematic differences.
- Freight road: systematic differences for Austria, webcoq 30-35% smaller than regulation. (not territory, as territory > residency for Austria)
- Freight IWW: systematic differences for France and Poland of 2-5% (could be residency data in webcoq?)
To allow timely dissemination of country data when ready, Eurostat plan to open webcoq for 2018 by the end of June 2019.

Existing “deadline” of end-October will still apply, but UNECE will update our database in September.

December/January still the “main” UNECE update, with UNECE data validation and queries in January/February.
Significant changes to the application not possible until 2020 with new Eurostat IT system.

The IWG recognizes the need to minimize the webcoq reporting burden.

Country agency input on this would be welcome.
Streamlining ideas

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- Bus and coach pilot: journeys offered and seat-kms offered: 22 Indicators
- Gas pipelines (not published): 15 indicators
- Road safety (collected by other means, but slower): 25 indicators
- Rail hauled vehicle movements (not published by UNECE): 22 indicators

= 84, 
≈ 9% of indicators

- Less breakdown of road transport equipment? 225 Indicators (18 of which refer to natural gas vehicles)

Do we need Compressed Natural Gas Buses separated from Liquified Natural Gas Buses?
Further Streamlining Considerations

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- Poor data availability (after a sufficient time period)
- Lack of relevance for transport policy/no analytical need
- Lack of methodological guidance/Concept difficult to understand
- Data too detailed/numbers very small
Thank you!

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WP.6 Secretary
UNECE
Date 12-14 June 2019, Geneva