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The United Nations Economic Commission for

Europe Inland Transport Committee and its subsidiary bodies

Alignment of the Governance Framework and Review of the Mandate of the Working Party on Transport Statistics

Note by the secretariat

Summary

This document outlines the review of the Working Party's mandate in 2023. Its content remains unchanged from the submission made by the secretariat to the ITC secretariat in September 2023. The Working Party had previously shared this input with its members for informal consultation.

I. Mandate

1. This document is submitted in line with the proposed Programme Budget for 2023, part V, Regional cooperation for development, section 20, Economic Development in Europe, Programme 17, Economic Development in Europe (A/77/6 (Sect. 20), table 20.6).
2. At its eighty-fifth session, the Inland Transport Committee (ITC) (a) encouraged all working parties to review and align their terms of reference (ToR) and rules of procedure (RoP) to those of ITC, and (b) decided to proceed with the review process of the mandates of its Working Parties in the course of 2023 and noted that it takes place in the context of a broader transformation following the endorsement of the revised ToR of ITC by the Economic and Social Council (ECE/TRANS/328, paragraphs 16 and 18).
3. As a follow-up of the ITC decisions, the ITC Chair and the Director of the Sustainable Transport Division invited the Chairs of ITC Working Parties, and among them WP.6, to support and contribute to key decisions of ITC by:
 - Aligning their ToR and RoP to those of ITC, where appropriate
 - Taking part in the review process of their mandates in accordance with the proposed modalities by submitting the necessary information.

4. This document contains a proposal for the requested input of WP.6.

II. Alignment of Terms of Reference and Rules of Procedure

5. At its seventy-second session (9-11 June 2021), WP.6 revised its ToR to bring them in line with the ITC Strategy until 2030 (ECE/TRANS/WP.6/2021/3). The revised ToR were adopted by ITC at its eighty-fourth session on 23 February 2022.

6. At its seventy-fourth session (15–17 May 2023), WP.6 agreed on its own RoP, aligned with those of ITC (ECE/TRANS/WP.6/185). The ToR of WP.6 was further updated at this session to reflect the new RoP and to ensure that it remained fully aligned to the ToR of ITC.

7. WP.6 may therefore wish to note that its ToR and RoP are fully aligned to those of ITC.

III. Input for the Review Process of the Mandate

8. The information in this chapter is requested for the review process of the WP.6 mandate. It is structured in accordance with the proposed modalities of the 2023 review of mandates and the list of recommended information attached to the letter of the ITC Chair and the Director of the Sustainable Transport Division mentioned above.

A. Subsidiary Body Mandates and Governance Framework

9. Alignment with the ITC ToR and RoP: this information is provided in chapter II of this document.

B. Working Party Objective

10. The objective of WP.6 is to carry out the activities that are in line with the objective of the UNECE sustainable transport subprogramme to facilitate the international movement of persons and goods by inland transport modes and improve safety, environmental protection, energy efficiency and security in the transport sector to levels that contribute effectively to sustainable transport. They are also in line with the ITC Strategy to 2030.

C. Work Areas Covered by the Working Party

11. According to its ToR, the clusters of WP.6 activities are to:¹

(a) develop appropriate and common methodologies and terminology for the harmonization of land transport statistics to improve international comparability, aiming also at the determination of indicators of sustainable transport (Pillar C);

(b) collect, compile and disseminate land transport statistics that highlight the impact of existing ECE legal instruments, including data on motor traffic, road traffic accidents, rail traffic, inland waterways and transport through pipelines (Pillar A);

(c) develop, maintain and improve the online UNECE Transport Statistics Database in order to ensure good quality, relevant, user friendly and timely transport statistics (Pillar C);

(d) contribute to the coordination of statistical activities of international organizations in the field of transport in order to promote good statistical practices and consistency of disseminated data, minimize duplication of work and reduce the reporting and meetings burdens on UNECE member countries, in particular by maintaining and improving

¹ Each ITC Strategy Pillar is identified in brackets at the end of each activity.

the common questionnaire system in partnership with Eurostat and the International Transport Forum (Pillar C);

(e) provide a forum for the exchange of experiences and best practices and provide guidance on how to address statistical challenges, including the availability, quality and interchange of data on land transport (Pillar C);

(f) promote and provide technical cooperation and capacity-building in transport statistics (Pillar D);

(g) contribute to the development of the transport-related Sustainable Development Goal indicators, through methodology sharing and dialogue between member States and relevant custodian agencies (Pillar C);

(h) explore interlinkages between the transport-related Sustainable Development Goal indicators and other areas of sustainable development, for example interactions between transport and environment, energy, health, gender etc (Pillar C);

(i) become a central hub for transport statistics by fostering cooperation and collaboration with the European Commission, intergovernmental and nongovernmental organizations and other United Nations regional commissions and organizations or bodies of the United Nations system (Pillar C);

(j) collaborate closely with other subsidiary bodies of ITC and other UNECE body on matters of common interest (Pillars A and B).

12. Activities of WP.6 listed in paragraph 11 above cover the following main areas of work:

- Transport facilitation (subparagraph (b));
- Safety (subparagraph (g));
- Environmental and climate performance (subparagraphs (a), (g), and (h));
- Innovations (subparagraph (e)).

D. Efficiency and Value Added

1. Internal overlaps and/or duplication with other bodies of the Economic Commission for Europe

13. WP.6 is the only ITC subsidiary body that develops methodologies and terminology for the harmonization of statistics, collects transport data, and disseminates transport statistics through publications and the on-line UNECE Transport Statistics Database.

2. External overlaps and/or duplication with other bodies outside the Economic Commission for Europe

14. The Working Party on Transport Statistics collaborates closely with Eurostat, the ITF, UIC, and DG MOVE. Hosted by Eurostat, the UNECE, Eurostat, and the ITF jointly administer a Common Questionnaire on Inland Transport Statistics where designated country focal points from national statistics offices may submit transport data as available, on the annual basis. This collaborative effort aims to streamline our initiatives, minimize work duplication, and, consequently alleviate the reporting burdens on our member States.

3. Internal synergies with other bodies of the Economic Commission for Europe

15. In its activities, WP.6 serves other working parties by assisting them with their statistical analysis needs. Specifically, WP.6 engages in close collaboration with:

- Working Party on Road Transport (SC.1) and Working Party on Rail Transport (SC.2) in relation to the collection of infrastructure and traffic data on the main highways and rail lines of international importance, through the quinquennial E-Road and E-Rail traffic censuses, as defined in the AGR and AGC agreements respectively.

- Working Party on Inland Water Transport (SC.3) in the context of gathering data related to navigable inland waterway networks, vessel counts, and freight traffic data.
- Global Forum for Road Traffic Safety (WP.1) regarding the collection of data on road traffic accident statistics.
- Working Party on Transport Trends and Economics (WP.5) regarding the development trends of various transport modes and infrastructure.
- Working Party on Intermodal Transport and Logistics (WP.24) in relation to the establishment and refinement of indicators that aid in comprehending the market share of intermodal transport.
- World Forum for Harmonization of Vehicle Regulations (WP.29) regarding vehicle fleet data.

16. Outside of the transport division, other entities occasionally express interest in transport data. These entities include THE PEP, which utilizes WP.6 data, focusing on active and urban mobility. Additionally, the Environment Division engages with WP.6 through collaborations like the Joint Taskforce on Environment Statistics and Indicators and the Working Group on Environmental Monitoring and Assessment (WGEMA). The Statistics Division also serves as a partner in website and database work.

4. External synergies with other bodies outside the Economic Commission for Europe

17. WP.6 collaborates closely with the entities identified in paragraph 14.

E. Work Methods

18. The deliverables of WP.6, including the number of meetings, official documents, publications and databases, are indicated in the ITC programmes of work of the Transport subprogramme, programme plans and publication programmes:

- 2018: ECE/TRANS/2018/21, Add.1 and Corr.1, ECE/TRANS/2018/22;
- 2019: ECE/TRANS/2019/23, ECE/TRANS/2019/24;
- 2020: ECE/TRANS/2020/21, ECE/TRANS/2020/22/Rev.1, ECE/TRANS/2020/23;
- 2021: ECE/TRANS/2021/8, ECE/TRANS/2021/9, ECE/TRANS/2021/10;
- 2022: ECE/TRANS/2022/8, ECE/TRANS/2022/9, ECE/TRANS/2022/10 and Corr.1;
- 2023: ECE/TRANS/2023/11, ECE/TRANS/2023/12, ECE/TRANS/2023/13/Rev.1.

F. Main Partners

19. The main partners are listed in paragraph 14 above.

G. Results Achieved

20. Information regarding the results attained by WP.6 is available in the ITC reports and programmes of work of the Transport subprogramme, as mentioned in paragraph 18. Moreover, WP.6 conducts regular biennial reviews of its results and adjusts its actions accordingly in alignment with its long-term programme of work. The expected accomplishments for the years 2018-2019 and 2020-2021 can be found in the documents ECE/TRANS/WP.6/2017/4 and ECE/TRANS/WP.6/2020/9, respectively. The latter document also documented the most recent biennial evaluation, which covers the period 2020–2021. The primary anticipated accomplishments involve improved availability and scope of transport statistical data.

21. In terms of regulatory work, recent secretariat efforts include the 2019 Glossary for Transport Statistics, a joint publication of the UNECE, ITF, and Eurostat, which serves as a

point of reference for all those involved in transport statistics across the region and beyond. It covers definitions covering infrastructure, vehicles and transport equipment, traffic and transport measurement, safety energy consumption and passenger mobility.

22. Some highlights of particular achievements are given below:

- The yearly collection of transport data through the Common Questionnaire, which is UNECE's principal source of transport data, have been maintained to keep our (online) statistical database up to date.
- The biennial publications (Inland Transport Statistics for Europe and North America, released in even years, and Statistics of Road Traffic Accidents in odd years) have been sustained. These are extensively used by academia as well as member States.
- In 2023, new ways of disseminating statistical products through data stories on transport were introduced and welcomed by the ITC at its 85th session.
- In 2022, the 2020 round of E-Road and E-Rail censuses was successfully concluded, accumulating information on infrastructure and traffic volumes essential for providing actual traffic data for policy assessment for other working parties.
- In 2022, WP.6 initiated the collection of electric vehicle charging infrastructure data with an ultimate aim to promote international standards and definition of charging infrastructure data across UNECE countries and to ultimately include this data in the Common Questionnaire in the near future.
- In 2020, WP.6 started the annual collection of tram and metro data in light of the importance of sustainable urban mobility. This data historically had not been collected by any international organisations.
- In 2019, Glossary for Transport Statistics was published, following a co-publication agreement between the United Nations, the European Union, and the International Transport Forum signed in April 2019.
- In 2017, development of a global indicator framework for the Sustainable Development Goals.

23. In the period 2017–2023, WP.6 conducted a series of events and activities, which included five workshops, two informal webinars, and four capacity-building sessions. Notable among these events were:

- Workshop on Transport Related Sustainable Development Goals (June 2020);
- Workshop on Data Quality in Inland Waterway Statistics (June 2018);
- Informal Webinars on New Mobility Monitoring (September 2020 and January 2021);
- Capacity-building activities carried out in 2017 and 2018, aimed at enhancing the quality and completeness of transport statistics data in multiple countries.

H. Results and Changes Expected in Near Future

24. WP.6 will discuss the expected accomplishments for the forthcoming biennial period in the programme of work. The expected accomplishments for 2022-2024 are proposed in ECE/TRANS/WP.6/2022/4.

25. The Working Party acknowledges its successful collaboration with various of internal and external stakeholders, as previously outlined in the previous sections. This productive partnership has resulted in the streamlining of land transport statistics methodologies and the enhancement of the UNECE Transport Statistics Database. The evidence of WP.6's achievements in recent years, as highlighted above and detailed in the programme of work and biannual evaluation, underscores the high level of efficiency within the Working Party and its associated activities. Therefore, the Working Party finds no compelling reason to deviate from its current course, which is firmly aligned with the implementation of the

requirements outlined in the ITC Strategy and the Terms of Reference of WP.6. Consequently, the Working Party concludes that no significant alterations are needed to the mandates of WP.6.

26. Presently, all tasks stipulated in this document and mandated by member States and the ITC for WP.6 are carried out by a single professional staff member of the ECE Sustainable Transport Division, with some support provided by a second professional staff member on a part-time basis. While the secretariat is dedicated to delivering high quality service, it has become apparent that its capacity is constrained when it comes to handling several of WP.6's current and future activities in particular in relation to the extensive support that it provides other WPs in providing data for sound policy and regulatory developments. The allocation of additional human and budgetary resources to the secretariat should therefore be considered. This becomes especially pertinent if WP.6 wishes to intensify its efforts in specific areas or introduce new areas of work that are not presently within its purview or necessitate a broader geographical scope.
