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INLAND TRANSPORT COMMITTEE

Working Party on Transport Statistics
(Fifty-second session, 14-16 November 2001,
agenda item 4 (a))

**INTERSECRETARIAT WORKING GROUP
ON TRANSPORT STATISTICS (IWG)**

**Report of the Sessions held: 15-16 March 2001, Luxembourg
and 11-12 June 2001, Geneva**

Note by the secretariat

NOTE: The Intersecretariat Working Group on Transport Statistics (IWG) has held two meetings since the last session of WP.6 : 15-16 March 2001 in Luxembourg, hosted by Eurostat and 11-12 June 2001 in Geneva, hosted by the UNECE. Decisions taken by the IWG in March and June are reflected below. The minutes from the preceding sessions of the IWG are contained in TRANS/WP.6/2000/2.

I. GLOSSARY FOR TRANSPORT STATISTICS

(a) Contents of the 3rd edition

1. Following the request of the Working Party on Transport Statistics at its last session (TRANS/WP.6/139 para. 12), the IWG discussed the content of the 3rd version of the Glossary for Transport Statistics. In addition to a draft version of the Glossary, the IWG has prepared the list of all modifications made to the previous version as reflected in document TRANS/WP.6/2001/8.

Rail

2. The IWG underlined the need to revise the Rail part of the Glossary. The revision process being still under study, the modification will be included in a future version of the glossary.

Maritime

3. Eurostat has provided a proposition of a revised Maritime chapter in the glossary. Given that the UNECE Working Party on Transport Statistics as well as the ECMT are only dealing with inland transport, it has been decided to let Eurostat make contact with the International Maritime Organisation for an approval of the revised chapter. Special care will have to be taken to ensure that the definitions in this chapter are not contradictory to the ones already in the existing Glossary.

Air

4. The idea of including a new chapter on Air transport statistics has been raised by Eurostat. Therefore, a draft proposition has been set up by compiling definitions used in various organisations dealing with Air transport statistics. It has been decided that, as for maritime transport, the terms should be checked by a specialized UN body like ICAO.

Intermodal

5. The intermodal chapter should be checked by combined transport specialists to see if a revision is needed.

Environment

6. Following an informal request of the Environment Division in Eurostat, participants have discussed the idea of including an Environment chapter in every mode. On this matter, the IWG has noticed that most of the environmentally related transport indicators can be included in the actual structure. Therefore, they concluded that indicators that cannot be integrated in the actual structure should be left for environmental data collections and glossaries.

(b) Definitions of accidents

7. The definitions presented in the final reports of the Ad Hoc Expert Group on Road Traffic Accident Statistics (TRANS/WP.6/2001/2) will be included. Nevertheless, small inconsistencies have been found between the definitions 16 and 17 and some definitions in the Glossary for Transport Statistics. Hence, the corrections of these definitions can be found in document TRANS/WP.6/2001/8.

(c) Cover page

8. ECMT has presented six versions of the cover page of the 3rd edition. Eurostat and the UNECE secretariat gave their opinion on the design of all versions and selected, in accordance with the ECMT, one of them to be developed further.

(d) **Timetable**

9. The draft edition of the glossary will be submitted to the next session of WP.6 (14-16 November 2001). This edition will include all modification described in document TRANS/WP.6/2001/8. Therefore, the Air and Maritime parts will only be included, if accepted by Member Countries, in a future version. However, since the Rail part and maybe the Intermodal part still need some revisions, the IWG proposes to delay the publishing of the hard copy of the 3rd edition until these revisions are done. In the meantime, a temporary version of the 3rd edition would be made available on the Internet in pdf format.

II. IWG MISSION STATEMENT

10. The IWG finalised a draft IWG Mission Statement (TRANS/WP.6/2001/9) proposed by Eurostat in accordance with the Working Party's request (TRANS/WP.6/139, para. 11). It is being submitted to member countries for consideration during the fifty-second session of WP.6.

III. COMMON QUESTIONNAIRE (CQ)

(a) **Electronic version**

11. IWG has prepared an extensive list of data needed by UNECE, ECMT and Eurostat. Additionally, a set of new variables on areas such as the environment or high speed tracks could be included. Furthermore, the IWG decided the following points :

- Liechtenstein data should be collected by Eurostat (reflected in annex 2).
- ECMT and UNECE should investigate if there is a problem to supply data to Eurostat on candidate countries, Canada and the United States of America.
- All organizations should investigate any problems surrounding dissemination of data by the other organizations (possibly free of charge).
- ECMT should supply a draft template for the Excel files for the others to suggest modifications before finalizing a fixed standard template for all three organizations.
- Following this template Eurostat should make the paper version up to date and submit this to the others.
- Eurostat should also provide a first text on the following items to be circulated among IWG members: Reporting instructions, remarks and list of railway enterprises.
- UNECE should check the possibilities to include the glossary in an alternative way in the Excel files.
- Eurostat will start the work on how to pre-fill the CQ with data from the Legal acts.

- The following system based on 3 letter ISO country codes, 2 digit year code, mode code and language code should be used when naming the Excel files: GBR00_AE.xls following a request from ECMT. Eurostat will verify that this does not pose any problems for their system.
- Eurostat should provide ECMT with the contact points for the CQ in August.
- It should be possible for member countries to input data using decimals.

(b) Footnotes

12. The 3 organizations have not reached an agreement on the presentation of footnotes in the Common Questionnaire. This point is still under study.

(c) Flags

13. The IWG agreed on the following list of flags, although the technical feasibility of these changes is still under review:

e : country estimate

p : provisional

b : break (the first data of the new time series has to be flagged)

r : revised

***** : secretariat estimate

The symbols “:” and “-“, previously used as tags, should only be used in the value field. Their meaning remains respectively “not available” and “null” (the number “0” still being used to indicate a value of less than half of the unit). Please note that the previously used symbol ‘...’, has been replaced by ‘:’ and therefore it should no longer be used.

(d) Data Exchange

14. The use of the Excel Common questionnaire for the data exchange between the organizations will become obsolete as soon as the UNECE will have installed a relational transport statistics database. Therefore, the participants agreed to develop a more efficient exchange format. The basic idea would be to exchange text files (CSV) (although the technical feasibility of these changes is still under review) having the following format :

Country(ISO3), Year(9999), Variable(Code), Value, Flag, Footnote

The list of variable codes is still under study.

(e) **Data harmonization**

15. The data stored by the three organizations shows some discrepancies. That is why the participants agreed to compare all datasets and summarize the problems in order find the best way to harmonize all data. The UNECE accepted to finalize the comparison as soon as the other two organizations would send their data.

(f) **Web based common questionnaire**

16. Eurostat has hired a consultant to develop a WEB version of the common questionnaire. This new internet application will have numerous advantages, as it will be easily accessible and independent of any computer system. Following the presentation of the WEB-based application. UNECE and ECMT marked their interest in this development and have welcomed Eurostat's initiative to involve them at the very outset of the analytical phase. It was agreed that Eurostat should provide any future input as soon as it is available such as functional specifications, while ECMT and UNECE should come up with any proposal to improve the system. Furthermore, the political and security constraints will have to be investigated by all concerned in view of a web-based common questionnaire.

IV. STATUS OF THE 1999 DATA COLLECTION

17. The status of the 1999 data collection is summarized in annex 1.

V. 2000 DATA COLLECTION

18. The deadlines for the 2000 data collection should be: Sending of CQ in September 2001, reception of data in November 2001. Regarding the November deadline, it has been decided that e-mail reminders should be sent one week before and two weeks after the deadline; a hard copy reminder should be sent two months after the deadline in case of a total non-reply. Additional actions should be discussed case-by-case. Eurostat is ready to prepare a first draft of the standard reminders.

VI. DRAFT PROPOSAL FOR THE IWG-UIC COOPERATION

19. The result of the discussion are presented in the document TRANS/WP.6/2001/12.

VII. URBAN PASSENGER TRANSPORT PILOT QUESTIONNAIRE (UITP)

20. The IWG has looked at the results of the Urban Passenger Transport pilot questionnaire presented in document TRANS/WP.6/2001/4. It decided to delegate the analysis of the data to a more competent body. Therefore, UNECE asked the UITP, who participated originally in the elaboration of the Urban Pilot questionnaire, to assess and comment the quality of the data. The results of this analysis are also presented in document TRANS/WP.6/2001/4.

VIII. NST/2000

21. The presentation of the work done regarding questions of NST/2000 will be presented, on the basis of a document made available by Eurostat, at the next WP.6 meeting.

IX. OTHER BUSINESS

22. The IWG proposed to move the session of the WP.6 from November to a date in early summer. The main reason motivating this change is that (i) November is too early a month to have any replies to the Common Questionnaire sent out in September of the current year and that (ii) the Working Party is not able to include any changes in the Common Questionnaire to be sent out in the same year. Bearing this in mind, it is suggested to move the meeting to the month of June.

23. The IWG discussed the possibility to collect data on gas pipeline. This question will be raised at the next session of the WP.6.

Annex 2

*Breakdown of countries to which the Common Questionnaire is sent by the
three respective organizations*

Eurostat (19 countries)

15 EU Countries + Norway and Iceland (EEA) + Switzerland + Liechtenstein

ECMT (21 countries)

Albania	Lithuania
Azerbaijan	Republic of Moldova
Belarus	Poland
Bosnia Herzegovina	Romania
Bulgaria	Russian Federation
Croatia	Slovakia
Czech Republic	Slovenia
Estonia	The former Yugoslav Republic of
Georgia	Macedonia
Hungary	Turkey
Latvia	Ukraine

ECE (15 countries)

Andorra	Monaco
Armenia	San Marino
Canada	Tajikistan
Cyprus	Turkmenistan
Israel	Uzbekistan
Kazakhstan	United States
Kyrgyzstan	Yugoslavia
Malta	
