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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on Transport Statistics

Ad hoc Meeting on Harmonization of Sustainable Urban  
and Regional Transport Statistics

**REPORT OF THE AD HOC MEETING ON HARMONIZATION OF SUSTAINABLE  
URBAN AND REGIONAL TRANSPORT STATISTICS**

**(Task Force on Sustainable Urban Transport Indicators)  
(15-16 May 2003, Prague)**

**Organized by the Czech Ministry of Transport and  
the United Nations Economic Commission for Europe (UNECE)**

**ATTENDANCE**

1. The Ad hoc Meeting on Harmonization of Sustainable Urban and Regional Transport Statistics, co-organized by the Czech Ministry for Transport and the UNECE, took place in Prague, Czech Republic, on 15 and 16 May 2003 under the chairmanship of Mr. Erik Grib (Denmark). Representatives of the following UNECE member States participated: Belgium, Czech Republic, Denmark, Hungary, Italy, Latvia, Poland, Slovakia and Sweden. The UNECE secretariat and the European Commission (EC) were also present.

**ELECTION OF CHAIRMAN**

2. The Ad hoc Meeting **elected** Mr. Eric Grib (Denmark) as the Chairman of the Meeting.

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## **ADOPTION OF AGENDA**

3. The Ad hoc Meeting adopted the provisional agenda prepared by the secretariat and the Czech Ministry of Transport (TRANS/WP.6/AC.3/2003/1)

## **INTRODUCTORY REMARKS**

4. The representative of the Prague Public Transit Co. Inc. **presented** the urban transport system of the City of Prague.

## **BACKGROUND AND IMPETUS**

5. The Ad hoc Meeting **recalled** the major issues considered at the Ad hoc Meeting in Barcelona, Spain, on 28 and 29 March 2000 (TRANS/WP.6/2000/4). The purpose was to obtain improved statistics on urban and regional transport indicators.

6. The representative of EUROSTAT **informed** the Ad hoc Meeting about their urban audit.

## **CONSIDERATION OF DEFINITIONS**

7. The Ad hoc Meeting **discussed** and **commented upon** the definitions presented in an informal document at the Meeting by the Czech Republic. The Ad hoc Meeting **agreed** upon definitions that are reproduced as annex I attached to this document.

## **CONCLUSIONS**

8. The Ad hoc Meeting **addressed** the issue of the service, quality and performance of urban transport systems. Among possible indicator topics proposed were measures of Integrated Tariff Systems for urban public transport and the adoption of Standards of Service Quality (CE 13816) by public transport providers. The Task Force agreed that this was a relevant topic to consider. However, it may require a new Chapter in the definitions. The Task Force recommended that the issue be discussed further at a following session.

9. The Ad hoc Meeting **decided** to pass on this document to the next meeting of the Working Party on Transport Statistics for **approval**.

10. In addition, the Working Party may wish to **consider** the feasibility of data collection according to the definitions presented in annex I.

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## Annex 1

### TASK FORCE'S DRAFT DEFINITIONS FOR WP.6<sup>1</sup>

#### I. INFRASTRUCTURE

##### **Urban area**

Area within the administrative boundary or a set of administrative boundaries of a core city (settlement).

*Urban area may be classified by size according to number of inhabitants:*

*10 000 to 49 999 – small*

*50 000 to 249 000 – medium*

*250 000 or more – large.*

##### **Suburban area**

Area within an administrative boundary and connected to an urban area.

##### **Urban road**

A road within an urban area.

##### **Suburban road**

A road within an suburban area.

##### **Public transport route**

Terminal-to-terminal connection according to published timetables.

##### **Tramway (GTS1 B.I-09.)**

Line of communication made up by a pair of rails designed for use by trams (street cars).

*This includes both tramway laid down on the road used by other road motor vehicles as well as tramway running separately from the road.*

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<sup>1</sup> Eurostat/ECMT/UNECE Glossary of Transport Statistics, third edition.

### **Metro track (GTS modified A.I-02. and A.I-05.)**

An electric railway track for the transport of passengers with the capacity for a heavy volume of traffic and characterized by exclusive rights-of-way, multi-car trains, high speed and rapid acceleration, sophisticated signalling to allow a high frequency of trains, and high platform load. Metros are also characterized by frequent stations, normally meaning a distance of 700 - 1 200 m between the stations.

*“High speed” refers to the comparison with trams and light rail, and means here approximately 30-40 km/h on shorter distances, 40-70 km/h on longer distances.*

*Also known as “subway”, “metropolitan railway” or “underground”.*

### **Light rail track (GTS modified A.I-03. and A.I-05.)**

A railway track for the transport of passengers that often uses electrically powered rail-borne cars operating singly or in short trains on fixed duo-rail lines. Stations/stops generally have a distance between them of less than 1 200 m.

*In comparison to metros, light rail is more lightly constructed, is designed for lower traffic volumes and usually travels at lower speeds.*

*It is sometimes difficult to make a precise distinction between light rail and trams; trams are generally not separated from road traffic, whereas light rail may be separated from other systems.*

### **Cycle lane**

Especially built line of communication or part of a road (or sidewalk) dedicated to mainly cycles.

*Cycle lanes may be split into lanes separate from the roadway or other lanes. They are normally marked by appropriate signs.*

### **Parking places available**

Space exclusively dedicated to the parking of a passenger car or similar.

*Parking places could be divided into “restricted” and “public”.*

### **Proximity to public transport**

Proportion of urban population living within 500 metres (5-10 minutes' walk) from public transport access point

*The proximity to public transport can also be measured from the working place or similar.*

## **II. TRANSPORT EQUIPMENT (VEHICLES)**

### **Motor Coach or Bus (GTS B.II-14.)**

Passenger road motor vehicle designed to seat more than nine persons (including the driver).

*Statistics also include mini-buses designed to seat more than 9 persons (including the driver).*

### **Trolleybus (GTS B.II-15.)**

Passenger road vehicle designed to seat more than nine persons (including the driver), which is connected to electric conductors and which is not rail-borne.

*This term covers vehicles, which are sometimes used as trolleybuses and sometimes as buses (since they have an independent motor).*

### **Tram (street car) (GTS B.II-16.)**

Passenger road vehicle designed to seat more than nine persons (including the driver), which is connected to electric conductors or powered by diesel engine and which is rail-borne.

### **Metro (railway) vehicle (GTS modified A.I-02. and A.II-01.)**

A railway vehicle designed to run on a metro track.

### **Lightrail (railway) vehicle (GTS modified A.I-03. and A.II-01.)**

A railway vehicle designed to run on a light rail track.

### **Taxi**

Licensed passenger car for hire with driver without predetermined routes.

*The method of hire is normally flagging down on the street, picking up at a designated taxi rank or telephoning for collection.*

### **Number of places in the urban public transport vehicles**

The number of seats (including the driver's) and authorized standing places available in an urban public transport vehicle (coach or bus, tram, metro, light rail, etc.) when performing the service for which it is intended.

### **III. Traffic**

#### **Daily number of departures**

Daily (24 hours) departures from the terminal-to-terminal according to a timetable.

*Number of the departures per working day, Saturday and Sunday/holidays*

#### **Vehicle-kilometre**

Unit of measurement representing the movement of a vehicle over one kilometre.

*All movements are to be taken into account.*

#### **Vehicle-kilometre in public service**

Unit of measurement representing the movement of a vehicle over one kilometre in public service.

*Only vehicle-kilometres open to the public and according to timetable are to be taken into account.*

#### **Vehicle-hour**

Movement of a vehicle during one hour.

*The period begins with the departure of the vehicle from the terminal and ends with the return of the vehicle to the terminal. It covers the total time of driving and operational waiting of the vehicle per period surveyed.*

#### **Vehicle-hour in public service**

Movement of a vehicle during one hour in public service.

*The period begins with the departure of the vehicle from the station to start the transport service and ends with the return of the vehicle to the station after terminating the transport service. It covers the total time of driving and operational waiting of the vehicle per period surveyed. The period of preparing the vehicle before its departure and the period of its standstill after its arrival at the station are not counted as period of vehicle operation.*

#### **Maximum number of vehicles in service**

Maximum number (peak) of vehicles in service during a day (24 hours).

### **Seat-/Standing place-kilometre offered**

Unit of measure representing the movement of one seat/authorized standing place available in an urban public transport vehicle when performing the service for which it is primarily intended over one kilometre.

*The distance to be considered is the distance actually run.*

## **IV. Transport**

### **Urban transport**

Any movements of goods and/or passengers in an urban area.

### **Urban public transport**

Any movements of passengers in public transport in an urban area.

### **Suburban transport**

Any movements of goods and/or passengers in a suburban area.

### **Suburban public transport**

Any movements of passengers in public transport in a suburban area.

### **Passengers in urban or suburban public transport**

Any person, excluding members of the staff, who makes a journey by urban or suburban public transport.

### **Passenger journey (GTS A.V-12 modified)**

The combination between the place of embarkation and the place of disembarkation of the passengers conveyed by urban or suburban transport whichever itinerary is followed on the transport network.

### **Place of embarkation (GTS A.V-13 modified)**

The place in which a passenger boards the transport vehicle to be conveyed by it.

*A passenger transfer from one vehicle directly to another one of the same kind, regardless of the undertaking, is not regarded as disembarkation / embarkation.*

*Whenever during the transfer another mode of transport is used, this is to be regarded as disembarkation from a vehicle followed by a subsequent embarkation on another vehicle.*

### **Place of disembarkation (GTS A.V-14 modified)**

The place in which a passenger leaves the transport vehicle after being conveyed by it.

*A passenger transfer from one vehicle directly to another one of the same kind, regardless of the undertaking, is not regarded as disembarkation / embarkation.*

*Whenever during the transfer another mode of transport is used, this is to be regarded as disembarkation from a vehicle followed by a subsequent embarkation on another vehicle.*

### **Urban or suburban public passenger- kilometre**

Unit of measure representing the transport of one passenger by urban or suburban public transport over a distance of one kilometre.

*The distance to be taken into consideration should be the distance actually run by the passenger on the concerned network. If it is not available, then the distance charged or estimated should be taken into account.*

## **V. Urban Transport Accidents**

### **Urban injury accident (Draft rail accident glossary VII.-02 modified)**

Any urban serious injury accident or urban minor injury accident.

### **Urban serious injury accident (Draft rail accident glossary VII.-02 and GTS B.VII.-01 modified)**

Any accident involving at least one urban transport vehicle in motion on a network open to the public, resulting in at least one killed or seriously injured person.

For railborne transport the following are included: collisions, derailments, accidents involving level-crossing or with road vehicles, fires in rolling stock and accidents to persons caused by rolling stock in motion as well as other accidents, even when intentionally caused.

*The release of dangerous goods may be involved. Accidents in workshops, warehouses and depots are excluded.*

*For road transport the following are included: collisions between road vehicles; between road vehicles and pedestrians; between road vehicles and animals or fixed obstacles and with one road vehicle alone. Included are collisions between road and rail vehicles. Multi-vehicle collisions are counted as only one accident provided that any successive collisions happen at very short intervals. Injury accident excludes accidents incurring only material damage.*



**Urban minor injury accident (Draft rail accident glossary VII.-03 and GTS B.VII.-01 modified)**

Any accident involving at least one urban transport vehicle in motion on a network open to the public, resulting in at least one slightly injured person, but no seriously injured or killed person.

*For railborne transport the following are included: collisions, derailments, accidents involving level-crossing or with road vehicles, fires in rolling stock and accidents to persons caused by rolling stock in motion as well as other accidents, even when intentionally caused.*

*The release of dangerous goods may be involved. Accidents in workshops, warehouses and depots are excluded.*

*For road transport the following are included: collisions between road vehicles; between road vehicles and pedestrians; between road vehicles and animals or fixed obstacles and with one road vehicle alone. Included are collisions between road and rail vehicles. Multi-vehicle collisions are counted as only one accident provided that any successive collisions happen at very short intervals. Injury accident excludes accidents incurring only material damage.*

**Casualty (Draft rail accident glossary VII.-06 modified)**

Any person killed or injured as a result of an urban injury accident.

**Person killed (Draft rail accident glossary VII.-07 modified)**

Any person killed immediately or dying within 30 days as a result of an urban injury accident.

**Person injured (Draft rail accident glossary VII.-08 modified)**

Any person not killed, but who sustained an injury as a result of an urban injury accident, and who needed medical treatment.

**Person seriously injured (Draft rail accident glossary VII.-09 modified)**

Any person not killed, but who sustained an injury as a result of an urban injury accident, and who was hospitalized for more than 24 hours.

**Person slightly injured (Draft rail accident glossary VII.-10 modified)**

Any person injured as a result of an urban injury accident, excluding persons seriously injured.

**VI. Environmental Indicators****Air quality in urban areas**

Percentage of the population exposed to exceedances of next air quality standards:

Winter Smog: Number of days sulphur dioxide SO<sub>2</sub> concentrations exceed 125 µg/m<sup>3</sup>

Summer Smog: Number of days ozone O<sub>3</sub> concentrations exceed 120 µg/m<sup>3</sup>

Number of days nitrogen dioxide NO<sub>2</sub> concentrations exceed 200 µg/m<sup>3</sup>

Number of days particulate matter PM<sub>10</sub> concentrations exceed 50 µg/m<sup>3</sup>

Concentration of lead Pb in ambient air in µg/m<sup>3</sup>.

### **Emissions from urban transport by mode**

Annual emissions in tonnes of:

Carbon dioxide

Nitrogen oxides

Non-methane volatile organic compounds

Oxides of sulphur

from urban transport by mode.

*Can be calculated by model e.g. COPERT.*

### **Proportion of population exposed to noise**

Proportion of population exposed to noise generated by transport greater than 55 dB during daytime and 45 dB during nighttime.

### **Land-take for transport infrastructure by mode**

Area used for transport infrastructure.

*Including supporting infrastructure, to be defined according to the mode of transport.*

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**Annex 2**

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