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agenda item 4(a))

INTERSECRETARIAT WORKING GROUP ON TRANSPORT STATISTICS (IWG)

Annual report of the activities of the IWG

Note by the secretariat

Note: Since the last session of the Working Party, the Intersecretariat Working Group on Transport Statistics (IWG) has held one meeting which took place on 6-7 February 2003 in Paris. The report of this meeting is reproduced below.

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Summary record of the Intersecretariat Working Group meeting 6-7 February 2003, Paris

The Intersecretariat Working Group on Transport Statistics (IWG) was held on 6-7 February 2003 in the ECMT premises in Paris. Mrs. S. Aktipis and Mr. H. Strelow from EUROSTAT, Mr. M. Jovanović from UNECE and Mr. M. Barreto from the ECMT were present at the meeting. The following decisions were taken:

I. Third Edition of the Glossary for transport statistics

1. **General** - Eurostat presented the latest format modifications done to the Glossary. Their proposal for a new numbering of the different definitions (showing both the mode of transport and the chapter number) was accepted by the IWG and will be carried over in the whole document. All page headings will also show the mode and its corresponding identifying letter: A - Rail, B - Road, C - Inland Waterways, D - Oil Pipelines, E - Maritime, and F - Intermodal. Everywhere in the glossary if the same definition appears more than once, either completely the same or partly identical, then it was decided to add "same as" or "compare with" next to each occurrence. Throughout the document, "hazardous good" will be replaced by "dangerous goods", and "embarkment/disembarkment" will be replaced by "embarkation/disembarkation"; moreover some minor spelling errors will be corrected.
2. **Rail transport** - All the new rail definitions (including the 4 remaining items that needed to be improved: Metro, Light rail, Railway undertaking and Rail transit) presented at the last WP6 in Geneva have been agreed and will be included in the third edition of the Glossary. With the exception of these 4 items, this section has already been translated into French and Russian. The ECMT will look into the possibility of translating those 4 items into French and Russian so that translation delays will not postpone the presentation of the final version of the third edition at the next WP.6 in June in Geneva.
3. **Road transport** - Following the introduction of 4 new items into chapter II of the road section, (cylinder capacity, unladen vehicle weight, motor energy, alternative fuel), the note "(see item 36)" will be added to item 35 to clarify the definition. The road section will include the new chapter VII, and the wording "(involved in an injury accident)" will be added to the headings of items 09 to 11, since those terms are already defined elsewhere.
4. **Printing** - It was stated that the third edition would include the new rail chapter, modifications to the road chapter, the new maritime chapter, an index of used terms and some formatting improvements. Eurostat will draft the edition including all modifications as well as the foreword/preface by the end of February that the IWG will have to approve, so the final version of the third edition should be ready by mid-March. According to printing delays, it will or it will not be presented at the next WP.6 in Geneva. In the meantime the ECMT will correct the Internet addresses shown on the cover page (Eurostat and ECMT) and will send it to the UNECE who will do the final printing. The year of the edition will be put inside on the first page (not on the cover). UNECE still has to check

their logo and will let ECMT know if their logo has to be printed first and on top on both the front and the back cover.

II. Common Questionnaire (CQ)

1. Eurostat made a CD with the current EU/EFTA results of the CQ for 2001 data collection. ECMT and UNECE will check that list against the responses they received. ECMT and UNECE will provide Eurostat with data from the candidate countries and the United States of America and Canada as soon as they are available.
2. Eurostat is finalizing the WEB version of the CQ. They informed the IWG that they would make an internal test version at the beginning of March, that they would send ECMT and UNECE a test version by the end of March and that their aim is to make a first test with a series of selected countries by the end of April. This questionnaire would then be used in September 2003 to collect 2002 data and countries that would wish to use the previous Excel version would have to send the IWG a specific requirement for that. It was agreed that Eurostat would send as soon as possible to the ECMT the fixed common format of the WEB version so the ECMT could start to create the computer developments needed to process the WEB questionnaire, since they have to be done before next September. Eurostat asked that no changes be made to the next round of the CQ (since they would have to update 2 systems), although it was suggested that modifications could be done only on the WEB version.

III. Road Accident Statistics

1. Eurostat explained the existence of the CARE project. However, the data from CARE is collected with 9 months' delay and dissemination is in reality much later, so they are interested in a common questionnaire to collect quickly a few main indicators in that field. For this reason, they are interested in participating in the development of this project although they might not be able to have their logo on the questionnaire. The IWG created a first draft for a pilot common questionnaire trying to keep the list of variables as short as possible in order to ensure a quick and complete response rate. Further to that decision, UNECE was asked to verify if "accidents by type of collision" could be dropped from the questionnaire. Variables such as "vehicle movements in vehicle-kilometres" would be dropped, as well as the "length of motorways" since they exist already in other questionnaires and not much was done with those variables on accident reports. Eurostat suggested to add in the "road casualties" two variables "killed" and "injured" plus a breakdown into "slightly injured" and "seriously injured" although the quality of data on injuries is questionable. This breakdown is mainly needed to compare with other modes of transport. The IWG decided to accept this with some reservation from the ECMT. Concerning the chapter on driving under the influence of alcohol, drugs and medication, Eurostat will first investigate what their needs are and will come back with a proposal to the IWG before the end of February. Eurostat will suggest a draft to be attached to the questionnaire, to collect road speed limits, Blood Alcohol Content limits and the 30 days fatality correction factors. The ECMT accepted to drop from this questionnaire,

information on “motorway traffic percentage” and all questions related to national road safety measures and accident trends analysis.

2. A draft version of this questionnaire will be presented at the next WP.6 and a pilot questionnaire will be sent in September 2003 to collect 2002 data.

IV. Pilot Questionnaire for new rail and road variables

1. Rail pilot: Eurostat will send the IWG a final version of the pilot in English and French and a draft for the cover letter. The questionnaire will be sent on 3 March with a deadline of 15 April. In the meantime, the ECMT will make a draft to present the collected results. The final version has to be finalized by the end of May so that it can be presented at the next WP.6.
2. Road pilot: The same procedure as the one for the rail will be used, apart from the fact that the UNECE will prepare the presentation for the WP.6.

V. IWG contribution to the WP.6

According to the UNECE action plan, there are no other points than the ones listed above, to be presented by the IWG.

VI. Other business

There will be an informal IWG meeting during the CCST in Luxembourg (11-12 March 2003) to evaluate progress in the work done and it will then be decided if another IWG will be needed before the WP.6.
