

**INLAND TRANSPORT COMMITTEE**

Working Party on Transport Statistics

(Fifty-seventh session, 7-9 June 2006,  
agenda item 4 (i))

**Summary presentation of Eurostat's activities  
to the Fifty-seventh session of the Working Party on Transport Statistics**

*7-9 June 2006 - Geneva*

Eurostat's clients are all users of Community transport statistics. As it is itself a DG in the European Commission, its annual work programme aims at supporting Community transport policies in priority. DG TREN is therefore the most important user. DG REGIO and DG ENV, among other Commission DGs, also have a relevant impact on the activities.

In order to play the role of coordinator, Eurostat is at the centre of a cooperation network in which the partner nodes are the Member States, the candidate countries and other associated countries. We share with the international institutions the concern of harmonisation.

Eurostat's cooperation processes with its data suppliers are based on voluntary contributions (common questionnaire with ECMT and UNECE, regional indicators) and/or legal acts (data collections on road freight, rail, maritime, aviation and inland waterways transport).

Our core business focuses on the cooperation processes mentioned above. On the contrary to projects, processes are recurrent sets of activities. This does not mean that they do not evolve. In the legal field, a new Council and European Parliament Regulation on inland waterways transport statistics should be adopted in 2006 and enter into force in January 2007. Commission Regulations (lighter legal procedure), are continuously made in order to adapt the implementation of the basic legal acts for methodological issues, data transmission, dissemination, etc. This is the case for the transition from NST/R to NST 2000 in the different transport modes: apart from inland waterways for which the Member States will be free to apply either NST/R or NST 2000 in 2007, the year 2008 will be the reference year for NST 2000 in the EU.

Regarding the common questionnaire, modernisation is technology oriented: the first pilot project for its Web-based version ("Webcoq") was launched in the second half of 2005. By the date of the 57<sup>th</sup> session of this Working Party we expect to present a complete picture of all members after the recent launching of the full Webcoq for the 2005 data collection.

Apart from these processes, we are also working on projects of different kinds. A first case is the calculation of indicators:

- Modal split indicators (tonnes\*km , passengers\*km, vehicles\*km by mode of transport)
- Four structural indicators for transport
- TERM (Transport and Environment Reporting Mechanism) indicators.

A second case is the observation and analysis of emerging and growing policy needs which might become processes in the future. This is the case today with:

- Cost of transport infrastructures
- Intermodal transport statistics
- Passengers' mobility statistics. For this last item the Commission (Eurostat and DG TREN) follows with much interest the recent methodological developments at UNECE level, and expects they will raise useful recommendations.

<b>Next ESS (Eur. Stat. System) inland transport statistics meetings</b>	<b>Date</b>
Coordination Committee for Statistics on Transport	11-12 Dec 2006
Working Group on inland waterways transport statistics	??-?? Feb 2007
Working Group on road freight transport statistics	??-?? Apr 2007
Working Group on rail transport statistics	??-?? Oct 2007