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**METHODOLOGICAL DEVELOPMENT AND HARMONIZATION
OF TRANSPORT STATISTICS**Statistics on transit trafficSubmitted by Eurostat**1. Introduction**

At its 59th session held in Geneva on 28-30 May 2008, UNECE WP.6 asked Eurostat to present the situation concerning transit in inland modes of transport during its next session. Indeed some Member States recognised their weak knowledge of transit traffic on their national territory, and they mentioned Eurostat's online database as a potentially rich source of information to fill this gap.

This paper, which is based on different EU legal acts and voluntary data collections, was first presented to the CCST (Coordination Committee for Statistics on Transport, which gathers in Eurostat's premises the EU Member States, the Candidate Countries and the EFTA countries) during its last meeting in December 2008. At this occasion and during the last rail transport statistics working group meeting on 02-03 April 2009, the participants raised some issues on transit data.

In what follows,

- “traffic” refers to the movement of vehicles and is expressed in VKm;
- “transport” refers to the movement of goods or passengers and is expressed in TKm or PKm;
- “transit” refers to a journey on a country's national territory, when neither the loading (embarking) nor the unloading (disembarking) takes place on the national territory of that country;
- "transit movement" refers to a journey through the transit country.

In this paper, Eurostat reviews the Community transport statistics of the inland modes in order to identify their scope, the collected variables or tables which might be relevant for evaluating transit traffic and transit transport on national territories, as well as the current tables, available in Eurostat's online database, which give information on journeys relevant for transit. Regarding dissemination tables, the search has been limited to annual data.

2. Inland waterways

Before 2007, Council Directive 80/1119/EEC was in force for inland waterways transport statistics. Now they are based on EP and Council Regulation (EC) No 1365/2006. It should be noted, as regards the studied population of vehicles, that:

- Member States are exempted if their total volume of goods transported annually as national, international or transit is less than 1 000 000 T;
- vessels of less than 50 deadweight T are excluded;
- vessels used principally for the carriage of passengers are excluded;
- vessels used for ferrying purposes are excluded;
- vessels used solely for non-commercial purposes by port administrations and port authorities are excluded;
- vessels used solely for bunkering or storage are excluded;
- vessels not used for the carriage of goods, such as fishery vessels, dredgers, floating workshops, houseboats and pleasure craft, are excluded.

The reporting countries collect data on their national territory to measure transport performance due to both national and foreign inland waterways operators. Therefore, the type of transport is broken down into national, international (loaded or unloaded) and transit. In this respect, the most relevant national tables collected are:

- A1: annual goods transported by type of goods (with breakdown by type of transport);
- B1: annual transport by nationality of vessel and type of vessel (with breakdown by type of transport);
- B2 (annual vessel traffic) includes the breakdown by type of transport, but its provision is optional according to the legal basis; in practice very few countries provided this table for the first reference year (2007).

In the "Transport" theme of Eurostat's online database, the following tables can be relevant for picturing transit transport today.

Under "Inland waterways transport" then "Inland waterways transport measurement – goods”:

- "Inland waterways transport measurement – goods – annual data"
 - "Transport by type of good (from 2007 with NST 2007)"
 - "Transport by type of good (1982-2007 with NST/R)"
 - "Transport by type of good (country/regional flows from 2007)"
 - "Transport by type of good (country/regional flows 2000-2007)"
 - "Transport by type of good (country/regional flows 1982-1999)"
 - "Transport by type of vessel"
 - "Transport by nationality of vessel"
 - "Transport by nationality of vessel (country/regional flows from 2007)"
 - "Transport by nationality of vessel (country/regional flows 1982-2006)".

3. Rail

Rail transport statistics are based on EP and Council Regulation (EC) No 91/2003. It should be noted, as regards the coverage of data, that:

- railway undertakings which operate entirely or mainly within industrial and similar installations, including harbours, are excluded from the data collection;
- railway undertakings which mainly provide local tourist services, such as preserved historical steam railways, are also excluded.

The reporting countries collect data on their national territory to measure traffic and transport performance of both national and foreign railway operators. Therefore, the type of freight transport is often broken down into national, international–incoming, international–outgoing, and transit. In this respect, the most relevant tables collected are:

- A1: goods transported by type of transport;
- A3: goods transported (for international and transit traffic) by country of loading and country of unloading.

No data are collected on transit passenger transport.

In the "Transport" theme of Eurostat's online database under "Railway transport":

- "Railway transport measurement – goods"
 - "Railway transport – Goods transported, by type of transport"
 - "Railway transport – Goods transported, by group of goods".

However, the last Eurostat's Working Group meeting in April 2009 revealed a growing problem for the measurement of rail transit in several countries. In the current framework of liberalisation, more and more operators become active on the European rail network, and goods are more and more often transported by different companies, with changes of locomotives or with transfers of the goods to other wagons. The reporting by these companies (maybe to different countries) does not always take into account the initial origin and final destination of the goods, which has an impact on the transit measured in the countries crossed.

The same WG meeting revealed that not all Member States interpret in the same way the provisions of reloading goods between different means of transport at the border of their national territory. This has also an impact on the transit measured in these countries.

Therefore, in order to treat these problems of transit statistics with the most concerned countries, Eurostat envisages to set up an ad hoc Task Force which will study them and will present common orientations and solutions to the CCST.

4. Road

Road freight transport statistics are based on Council Regulation (EC) No 1172/98. It should be noted, as regards the studied population of vehicles, that:

- vehicles whose weight or dimensions exceed the limits authorised in the considered Member State are excluded from the data collection;
- agricultural and military vehicles, as well as those vehicles belonging to public administrations, but not those belonging to public undertakings (such as public railways), are also excluded;

- vehicles may be excluded where load capacity or maximum permissible laden weight (MPLW) is lower than a certain national threshold, provided that this limit does not exceed a load capacity of 3.5 T or a MPLW of 6 T; however, experience has shown that such practice can decrease the quality of data as it increases the variance of observations.

The most relevant variables collected, all from the A2 dataset “journey-related variables”, are:

- place of loading (at NUTS 3 level for both national and international transport since 2008);
- place of unloading (same as above);
- distance travelled (excluding distance travelled on another mode in case of an intermodal operation);
- transport performance (in TKm);
- countries crossed in transit (five or less);
- (optional) place of loading, if any, of the road vehicle on another mode of transport;
- (optional) place of unloading, if any, of the road vehicle from another mode of transport).

From the above list of collected variables, it might be thought that the countries crossed in transit could be deduced from the places of loading and unloading, and therefore the list of countries crossed in transit might be removed from the data collection. Most transit countries (situated in the geographical centre of the continent) are opposed to this removal, even if out of all international journeys collected (data of 2008Q1 and Q2), only 8% were multi-stop journeys implying intermediate places of loading and unloading between origin and destination. Indeed, even for simple journeys between origin and destination, there are often several alternative routes and therefore the information on transit countries is not redundant.

In the "Transport" theme of Eurostat's online database, the following tables are mentioned.

Under “Road transport”:

- “ Road freight transport measurement” then “Total road freight transport”:
 - Annual road freight transport vehicle transit movements, by transit country, by loaded/empty and by MPLW, total of all reporting countries (1000T, 1000 journeys);
 - Annual road freight transport vehicle transit movements, by transit country, with breakdown by reporting country (1000 T, 1000 TM).

It should be noted here, however, that the D tables (cf. list below) which are sent annually by Eurostat to the reporting countries are more complete and detailed than the tables mentioned above. Table D5, in particular, gives direct information on transit movements and transport.

	Description	Period	Aggregated on dimensions	Units (1)
D1	Transport operations at national level (laden journeys)	Year	— Reporting country — Country of loading — Country of unloading — Type of goods	Tonnes Tonne-km Vehicle-km Movements Number of vehicle records
D2	Transport operations at national level (empty journeys)	Year	— Reporting country — Country of origin — Country of destination	Vehicle-km Movements Number of vehicle records
D3	Transport operations at regional level (laden journeys)	Year	— Reporting country — Region of origin — Region of destination	Tonnes Tonne-km Vehicle-km Movements Number of vehicle records
D4	Transport operations at regional level (empty journeys)	Year	— Reporting country — Region of origin — Region of destination	Vehicle-km Movements Number of vehicle records
D5	Transit transport (laden and empty journeys)	Year	— Transit country — Reporting country — Laden/empty	Tonnes Movements Number of vehicle records

(1) Movements may refer either to number of journeys or to number of basis transport operations.

Regarding passenger vehicles and more generally road traffic measurement, New Cronos data are still based on the Common Questionnaire, which collects data at aggregated level, limited to the journeys performed on national territory.

In the "Road transport" domain, the "Road traffic" and "Road transport measurement – passengers" collections include the following tables, which do not distinguish between the traffic performed by the vehicles registered in the reporting country and the vehicles registered abroad:

- Road traffic
 - Motor vehicle movements on national territory, by vehicles registration;
- Road transport measurement – passengers
 - Passenger road transport on national territory, by type of vehicles registered in the reporting country

It should be noted that the development of road traffic measurement, as organised today, also prioritises the provision of traffic data on national territory, therefore it will not provide more useful information for measuring transit traffic.

5. Conclusion

The currently used collection methods do not particularly facilitate direct estimation of transit traffic and transport on national territories of the different transport modes. In general, data on goods transit are more reliable than data on passenger transit.

Mode by mode:

Inland waterways

New Cronos tables provide information on goods transport, including transit. The collected tables (A1, B1, B2) on goods transport include breakdown by type of transport (national, international

[loaded or unloaded] and transit). However, the provision of table B2 on annual vessel traffic is optional, and rather incomplete so far.

Rail

New Cronos tables provide information on goods transport, including transit, but neither on the transit traffic of trains nor on the transit transport of passengers.

Road

The current situation can be considered to be satisfactory in road freight. The D-tables can be considered a kind of compensation, a "value added by the European dimension", for the countries which participate in the EU data collection.

Regarding road traffic and its prospects, as they are today, no assistance can be expected from the Community data collections in evaluating foreign countries' contribution to transit traffic on national territories.

Mode	Collected data on transit transport	Disseminated data on transit transport	Collected data on transit traffic	Disseminated data on transit traffic
IWW (freight)	OK	OK	None	None
Rail freight	OK	OK	OK	None
Rail passengers	None	None	None	None
Road freight	OK	Some (tonnes)	OK	Some (journeys)
Road passengers	None	None	None	None
