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Data collection, methodological development and harmonization of transport statistics:

Glossary for Transport Statistics

Proposed road chapter for the Glossary for Transport Statistics

Amendments as agreed by the Group of Experts and the Intersecretariat Working Group, as of 29 May 2018

Summary

The following document is a proposed draft of the road chapter for the 5th edition of the UNECE/ITF/Eurostat Glossary for Transport Statistics, as of 29 May 2018. Users can see the changes described in the modifications file ECE/TRANS/WP.6/2018/Inf-1e.

B. Road Transport (version 29 May 2018)

B.I INFRASTRUCTURE

B.I-01 Road

Line of communication (travelled way) open to public traffic, primarily for the use of road motor vehicles, using a stabilized base other than rails or air strips.

Included are paved roads and other roads with a stabilized base, e.g. gravel roads. Roads also cover streets, bridges, tunnels, supporting structures, junctions, crossings and interchanges. Toll roads are also included. Excluded are dedicated cycle lanes.

B.I-02 Paved road

Road surfaced with crushed stone (macadam) with hydrocarbon binder or bituminized agents, with concrete or with cobblestone.



B.I-03 Unpaved road

Road with a stabilized base not surfaced with crushed stone, hydrocarbon binder or bituminized agents, concrete or cobblestone.



B.I-04 Road network

All roads in a given area.

The road network may be classified according to the surface, e.g.:

- a) Paved roads;
- b) Unpaved roads.

B.I-05 Category of road

Roads are categorised according to three internationally comparable types:

- a) Motorway;
- b) Road inside a built-up area;
- c) Road outside a built-up area (express roads, 2+1 roads and others).

B.I-06 Motorway / freeway

Road, specially designed and built for motor traffic, which does not serve properties bordering on it, and which:

- a) Is provided, except at special points or temporarily, with separate carriageways for traffic in two directions, separated from each other, either by a dividing strip not intended for traffic, or exceptionally by other means;
- b) Has no crossings at the same level with any road, railway or tramway track, or footpath;
- c) Is especially sign-posted as a motorway and is reserved for specific categories of road motor vehicles.



Entry and exit lanes of motorways are included irrespective of the location of the sign-posts.

Urban motorways are also included.

B.I-07 Express road

Road specially built for motor traffic, which does not serve adjacent properties, and:

- a) Is accessible only from interchanges or controlled junctions;
- b) Is specially sign-posted as an express road and reserved for specific categories of road motor vehicles;
- c) On which stopping and parking on the running carriageway are prohibited.

Entry and exit lanes are included irrespective of the location of the sign-posts.

Urban express roads are also included.

- B.I-08 2+1 road**
A type of road, consisting of two lanes in one direction and one lane in the other, typically alternating every few kilometres to allow periodic overtaking in both directions.
Can be equipped with a median barrier and may or may not be classified as an 2+1 express road.
- B.I-09 2+1 express road**
A type of express road, consisting of two lanes in one direction and one lane in the other, typically alternating every few kilometres to allow periodic overtaking in both directions.
It may or may not have physical separation of the two directions of traffic, typically with a steel cable barrier.
- B.I-10 Road inside a built-up area**
Road within the boundaries of a built-up area, with entries and exits sign-posted as such.
Excluded are motorways, express roads and other roads of higher speed traversing the built-up area, if not sign-posted as built-up roads. Streets are included.
- B.I-11 Road outside a built-up area**
Road outside the boundaries of a built-up area, which is an area with entries and exits sign-posted as such.
Motorways are excluded.
- B.I-12 E road**
The international “E” network consists of a system of reference roads as laid down in the European Agreement on Main International Arteries, Geneva, 15 November 1975 and its amendments.
Reference roads and intermediate roads (Class-A roads) have two-digit numbers; branch, link and connecting roads (Class-B roads) have three-digit numbers.
- B.I-13 Carriageway**
Part of the road intended for the movement of road motor vehicles; the parts of the road which form a shoulder for the lower or upper layers of the road surface are not part of the roadway, nor are those parts of the road intended for the circulation of road vehicles which are not self-propelled or for the parking of vehicles even if, in case of danger, they may occasionally be used for the passage of motor vehicles. The width of a carriageway is measured perpendicularly to the axis of the road.
- B.I-14 Lane**
One of the longitudinal strips into which a carriageway is divisible, whether or not defined by longitudinal road markings, which is wide enough for one moving line of motor vehicles other than motor cycles.
- B.I-15 Bus lane**
Part of a carriageway designated for buses and distinguished from the rest of the carriageway by longitudinal road markings.
Taxis and, in some cases, cars occupied by several passengers or low emission cars may also be allowed to use a bus lane. In some cases other vehicles may be allowed.
- B.I-16 Tramline**
Line of communication made up by a pair of rails designed for use by trams (street-cars).
This includes both tramlines laid down on the road used by other road motor vehicles as well as tramlines running separately from the road.
- B.I-17 (Bi)cycle lane**
Part of a carriageway designated for use by cyclists and distinguished from the rest



of the carriageway by longitudinal road markings.

Cycle lanes can be distinguished between advisory and mandatory, on whether or not other motor vehicles are allowed to enter the lane.

Some cycle lanes allow cyclists to ride against the flow of one-way streets (contra-flow cycling).

Certain types of mopeds may also be allowed to use a cycle lane. Some lanes can be available for both buses and cyclists (shared bus cycle lanes).

B.I-18 (Bi)cycle track

Independent road or part of a road designated for use by cyclists and sign-posted as such. A cycle track is separated from other roads or other parts of the same road by structural means.

Certain types of Mopeds may also be allowed to use the cycle track.



B.I-19 Length of road

The length of the road is the distance between its start and end point.

If one of the directions of the carriageway is longer than the other then the length is calculated as the sum of half of the distances of each direction of the carriageway from first entry point to last exit point.

B.II TRANSPORT EQUIPMENT (VEHICLES)

B.II-01 Road vehicle

A vehicle running on wheels and intended for use on roads.

B.II-02 Stock of road vehicles

Number of road vehicles registered at a given date in a country and licensed to use roads open to public traffic.

This includes road vehicles exempted from annual taxes or license fees; it also includes imported second-hand vehicles and other road vehicles according to national practices. The statistics should exclude military vehicles.

B.II-03 National road vehicle

A road vehicle registered in the reporting country and bearing registration plates of that country or having been separately registered (trams, trolleybuses, etc.).

Where registration of a road vehicle does not apply in a specific country, a national road vehicle is a vehicle owned or leased by a person or company tax resident in that country.

B.II-04 Foreign road vehicle

A road vehicle registered in a country other than the reporting country and bearing registration plates of that foreign country.

B.II-05 (Bi)cycle

A road vehicle which has two or more wheels and generally propelled by the muscular energy of the persons on that vehicle, in particular by means of a pedal system, lever or handle (e.g. bicycles, tricycles, quadricycles and invalid carriages).

Included are cycles with supportive power unit (e.g. "e.g. d , pedelecs).

B.II-06 Road motor vehicle

A road vehicle fitted with an engine whence it derives its sole means of propulsion, which is normally used for carrying persons or goods by road, or for drawing, on the road, vehicles used for the carriage of persons or goods.

B.II-07 Passenger road vehicle

A road vehicle designed, exclusively or primarily, to carry one or more persons.

Vehicles designed for the transport of both passengers and goods should be classified either among the passenger road vehicles or among the goods road vehicles, depending on their primary purpose, as determined either by their technical characteristics or by their category for tax purposes.

B.II-08 Passenger road motorvehicle

A road motor vehicle, exclusively designed or primarily, to carry one or more persons. Refers to categories L and M of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).

Included are:

- a) Motorcycles;*
- b) Mopeds;*
- c) Passenger cars;*
- d) Vans designed and used primarily for transport of passengers;*
- e) Taxis;*
- f) Hire cars;*
- g) Ambulances;*
- h) Buses, coaches and minibuses;*
- i) Tram;*
- j) Motor Homes.*

Excluded are light goods road vehicles, cf. definition B.II-21.

B.II-09 Moped

Two, three or four-wheeled road motor vehicle which is fitted with an engine having a cylinder capacity of less than 50cc (3.05 cu.in) and a maximum authorized design speed in accordance with national regulations. Where limitations concerning the engine displacement are not applicable a restriction in terms of motor power may be in force. Refers to categories L₁ and L₂ of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).

Registered and non-registered mopeds in use are included, whether or not they have a number plate. Some countries do not register all mopeds.



B.II-10 Motorcycle

Two-, three- or four-wheeled road motor vehicle not exceeding 400 kg (900 lb) of unladen weight. All such vehicles with a cylinder capacity of 50 cc or over are included, as are those under 50 cc which do not meet the definition of moped. Refers to categories L₃, L₄, L₅, L₆ and L₇ of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).



B.II-11 Passenger car

Road motor vehicle, other than a moped or a motor cycle intended for the carriage of passengers and designed to seat no more than nine persons (including the driver). Refers to category M₁ of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).



Included are:

- a) Passenger cars;*
- b) Vans designed and used primarily for transport of passengers;*
- c) Taxis;*
- d) Hire cars;*
- e) Ambulances;*

f) Motor homes.

Excluded are light goods road vehicles, cf. definition B.II-21, as well as motor-coaches and buses, cf. definitions B.II-14 and B.II-15, and mini-buses/mini-coaches, cf. definitions B.II-16.

"Passenger car" includes microcars (needing no permit or having the same requirements as mopeds to be driven), taxis and passenger hire cars, provided that they have fewer than ten seats.

B.II-12 Taxi

Licensed passenger car for hire with driver without predetermined routes.

The method of hire is normally:

- a) Flagging down on the street;*
- b) Picking up at a designated taxi rank;*
- c) Telephoning or using other electronic means for collection.*

B.II-13 Caravan

Road vehicle designed as living accommodation for haulage by a motor vehicle. Refers to special purpose vehicle in category M₁ of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3)

A caravan is mainly intended for recreational purposes. It is not used for carriage of goods or passengers. Excluded are tent trailers with a built-in tent: they are considered as a trailer for the transport of goods.

B.II-14 Bus

Passenger road motor vehicle designed to carry more than 24 persons (including the driver), and with provision to carry seated as well as standing passengers. Refers to class I and class II of categories M₂ and M₃ of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).

The vehicles may be constructed with areas for standing passengers, to allow frequent passenger movement, or designed to allow the carriage of standing passengers in the gangway.

Exclude trolleybuses.



B.II-15 Motor coach

Passenger road motor vehicle designed to seat 24 or more persons (including the driver) and constructed exclusively for the carriage of seated passengers. Refers to class III of categories M₂ and M₃ of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).

Exclude trolleybuses.



B.II-16 Mini-bus/mini-coach

Passenger road motor vehicle designed to carry 10-23 seated or standing persons (including the driver). Refers to class A and class B of categories M₂ and M₃ of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).

The vehicles may be constructed exclusively to carry seated passengers or to carry both seated and standing passengers.

Exclude trolleybuses.



B.II-17 Trolleybus

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 may be used either as trolleybuses or as buses, if they have a motor independent of the main electric power supply.



B.II-18 Tram (street-car, also A.II-11)

Passenger or freight road vehicle designed to seat more than nine persons (including the driver) or to transport freight, which is rail borne and connected to electric conductors or powered by diesel engine. The tramway is generally integrated into the urban road system.

- B.II-19 Passenger carrying capacity of motor coaches, buses and trolleybuses**
 Number of seats/berths and standing places, including the driver's, available in the vehicle when it is performing the service for which it is primarily intended.
In case of doubt, the highest number of seats/berths available should be taken into account.
- B.II-20 Goods road vehicle**
 Road vehicle designed, exclusively or primarily, to carry goods. Includes categories N and O of the UN Consolidated Resolution on the Construction of Vehicles (R.E. 3).
Included are:
 a) *Light goods road vehicles with a gross vehicle weight of not more than 3 500 kg, designed exclusively or primarily, to carry goods or to be used by craftsmen, e.g. vans, pick-ups, and two- or three-wheeled vehicles;*
 b) *Heavy goods road vehicles with a gross vehicle weight above 3 500 kg, designed, exclusively or primarily, to carry goods;*
 c) *Road tractors;*
 d) *Trailers and semi-trailers;*
 e) *Agricultural tractors permitted to use roads open to public traffic.*
- B.II-21 Light goods road vehicle**
 Goods road vehicle with a gross vehicle weight of not more than 3 500 kg, designed, exclusively or primarily, to carry goods. Includes category N₁ of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).
Included are vans designed for and used primarily for transport of goods, pick-ups, small lorries, and two- or three-wheeled vehicles with a gross vehicle weight of not more than 3 500 kg.
- B.II-22 Heavy goods road vehicle**
 Goods road vehicle with a gross vehicle weight above 3 500 kg, designed, exclusively or primarily, to carry goods. Refers to categories N₂ and N₃ of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).
- B.II-23 Types of body of goods road vehicle**
 Classification of goods road vehicles by types of their superstructures.
 The following classification of types of bodies of goods road vehicles is considered:
 a) Ordinary open box:
 - With cover;
 - Flat.
 b) Tipper.
 c) Tanker:
 - Solid bulk;
 - Liquid bulk.
 d) Temperature controlled box.
 e) Other closed box.
 f) Skeletal container and swap-body transporter.
 g) Livestock transporter.
 h) Others.
- B.II-24 Goods road motor vehicle**
 Any single road motor vehicle designed to carry goods (e.g. a lorry), or any coupled combination of road vehicles designed to carry goods, (i.e. lorry with trailer(s), or road tractor with semi-trailer and with or without trailer).
- B.II-25 Lorry/Truck**
 Rigid road motor vehicle designed, exclusively or primarily, to carry goods.



- B.II-26 Road tractor (semi-trailer tractor)**
Road motor vehicle designed, exclusively or primarily, to haul other road vehicles which are not power-driven (mainly semi-trailers).
Agricultural tractors are excluded.



- B.II-27 Agricultural tractor**
Motor vehicle designed exclusively or primarily for agricultural purposes whether or not permitted to use roads opened to public traffic.

- B.II-28 Trailer**
Goods road vehicle designed to be hauled by a road motor vehicle. With semi-trailers (see B.II-30), refers to category O of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).
This category excludes agricultural trailers and caravans.



- B.II-29 Agricultural trailer**
Trailer designed exclusively or primarily for agricultural purposes and to be hauled by an agricultural tractor, whether or not permitted to use roads opened to public traffic.

- B.II-30 Semi-trailer**
Goods road vehicle with no front axle designed in such way that part of the vehicle and a substantial part of its loaded weight rests on a road tractor. With trailers (see B.II-28), refers to category O of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).



- B.II-31 Articulated vehicle**
Road tractor coupled to a semi-trailer.



- B.II-32 Road train**
Goods road motor vehicle coupled to a trailer.
Articulated vehicle with a further trailer attached is included.



- B.II-33 Special purpose road motor vehicle**
Road motor vehicle designed for purposes other than the carriage of passengers or goods. Can be a vehicle of categories M, N or O of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).

This category includes:

- a) Fire brigade vehicles;*
- b) Mobile cranes;*
- c) Self-propelled rollers;*
- d) Bulldozers with metallic wheels or track;*
- e) Vehicles for recording film, radio and TV broadcasting;*
- f) Mobile library vehicles;*
- g) Towing vehicles for vehicles in need of repair;*
- h) Other special purpose road motor vehicles.*

- B.II-34 Automated vehicles (SAE J3016™ levels)**
Road vehicles designed to use real-time traffic information, to be connected and to cooperate with each other, with transport infrastructure and vulnerable road users and to progressively take over driving tasks, in order to improve road safety, traffic efficiency and comfort. Automated vehicles are aimed to be fully integrated in existing fleets, use existing road networks and seamlessly work together with public transport systems.
Automated vehicles can be classified on the basis of SAE J3016™ levels:
Level 0 – No Automation: The full-time performance by the human driver of all aspects of the dynamic driving task, even when enhanced by warning or intervention systems.
Level 1 - Driver Assistance: The driving mode-specific execution by a driver assistance system of either steering or acceleration/deceleration using information about the driving environment and with the expectation that the human driver performs all remaining aspects of the dynamic driving task.
Level 2 - Partial Automation: The driving mode-specific execution by one or more driver assistance systems of both steering and acceleration/deceleration using information about the driving environment and with the expectation that the human driver performs all remaining aspects of the dynamic driving task.
Level 3 - Conditional Automation: The driving mode-specific performance by an Automated Driving System of all aspects of the dynamic driving task with the expectation that the human driver will respond appropriately to a request to intervene.
Level 4 - High Automation: The driving mode-specific performance by an Automated Driving System of all aspects of the dynamic driving task, even if a human driver does not respond appropriately to a request to intervene.
Level 5 - Full Automation: The full-time performance by an Automated Driving System of all aspects of the dynamic driving task under all roadway and environmental conditions that can be managed by a human drive.
- B.II-35 Load capacity**
Maximum weight of goods declared permissible by the competent authority of the country of registration of the vehicle.
When the goods road vehicle is a road train made up of a lorry with trailer, the load capacity of the road train is the sum of the load capacities of the lorry and the trailer.
- B.II-36 Load volume**
Maximum volume available in the vehicle (e.g. measured in cubic metres) for the carriage of goods.
- B.II-37 Floor area within vehicle body**
Maximum floor area within the vehicle body (e.g. measured in square metres) available for the carriage of goods.
- B.II-38 Gross vehicle weight (legally permissible maximum weight)**
Total of the weight of the vehicle (or combination of vehicles) including its load when stationary and ready for the road declared permissible by the competent authority of the country of registration.
This includes the weight of the driver and the maximum number of persons permitted to be carried.
- B.II-39 Age of road vehicle**
Length of time after the first registration of the road vehicle, irrespective of the registering country.
- B.II-40 Cylinder capacity (engine displacement)**
The cylinder capacity of the engine as certified by the competent authority of the country of registration.
- B.II-41 Unladen vehicle weight**
Weight of vehicle (or combination of vehicles) excluding its load when stationary and ready for the road, as determined by the competent authority of the country of registration.
The unladen weight may include driver and fuel dependent on national practice.
- B.II-42 Motor energy**
The principal type of motor energy used by the vehicle as certified by the competent authority of

the country of registration.

The following categories of road motor vehicles are considered:

- a) Petrol vehicle: road motor vehicle using petrol for propulsion containing up to 10 per cent Bioethanol (like E₅ up to E₁₀).
- b) Hybrid petrol-electric vehicle: Road motor vehicle using petrol for propulsion, with in addition one or more electric motors for propulsion, where the electric motor(s) are powered from a traction battery which is charged by a generator driven by the petrol engine. Plug-in hybrid petrol-electric vehicles are not included.
- c) Plug-in hybrid petrol-electric vehicle: hybrid petrol-electric vehicle where the traction battery can also be charged from an external electricity source (such as an electric socket). Hybrid petrol-electric vehicles are not included.
- d) Diesel vehicle: road motor vehicle using diesel for propulsion containing up to 7 per cent Biodiesel (like B₂, B₅, B₇).
- e) Hybrid diesel-electric vehicle: road motor vehicle using diesel for propulsion, with in addition one or more electric motors for propulsion, where the electric motor(s) are powered from a traction battery which is charged by a generator driven by the diesel engine. Plug-in hybrid diesel-electric vehicles are not included.
- f) Plug-in Hybrid diesel-electric vehicle: hybrid diesel-electric vehicle where the traction battery can also be charged from an external electricity source (such as an electric socket). Hybrid diesel-electric vehicles are not included.
- g) Battery only electric vehicle: road motor vehicle using batteries to feed an electric motor for propulsion.
- h) Natural gas vehicle: road motor vehicle using natural gas for propulsion either Compressed Natural Gas (CNG) or liquefied natural gas (LNG).
- i) Compressed natural gas vehicle: Road motor vehicle using CNG for propulsion.
- j) Liquefied natural gas vehicle: road motor vehicle using Liquefied Natural Gas (LNG) for propulsion.
- k) Liquefied petroleum gas vehicle: road motor vehicle using Liquefied Petroleum Gas (LPG) for propulsion.
- l) Hydrogen vehicle: Road motor vehicle using hydrogen for propulsion. Fuel cell vehicles are not included.
- m) Fuel cell vehicle: road motor vehicle using a fuel cell to produce electricity to feed an electric motor for propulsion.
- n) Biofuel vehicle: road motor vehicle using bioethanol or biodiesel for propulsions.
- o) Bioethanol vehicle: road motor vehicle using bioethanol of more than 10 per cent for propulsions. Vehicles using up to 10 per cent are to be defined as petrol vehicles.
- p) Biodiesel vehicle: road motor vehicle using biodiesel of more than 7 per cent for propulsions. Vehicles using up to 7 per cent are to be defined as diesel vehicles.
- q) Bi-fuel vehicle: road motor vehicle with a single engine using either diesel or petrol and one of the following: CNG, LNG, LPG or hydrogen for propulsions.

For hybrid or dual-fuelled vehicles adapted for using more than one type of motor energy (e.g. LPG and petrol, or electricity and diesel, etc.), the principal type of motor energy should be, where possible, an alternative fuel.

B.II-43 Alternative fuel

A type of motor energy other than the conventional fuels, petrol and diesel.

Alternative fuels include electricity, LPG, natural gas (NGL or CNG), alcohols, mixtures of alcohols with other fuels, hydrogen, biofuels (such as biodiesel), etc. (This list is not exhaustive.) Alternative fuels do not include unleaded petrol, reformulated petrol or city (low-sulphur) diesel.

B.II-44 Date of first registration of motor vehicle

The date of first registration of a motor vehicle is the first-time registration of the vehicle as new in a motor vehicle register, irrespective of the nationality of the register.

The dating of the registration is the date on which the registration was recorded at the motor vehicle registration office. The registration of an imported second-hand vehicle is not a first-time registration but should be regarded as a re-registration.

B.III ENTERPRISES, INVESTMENT AND MAINTENANCE

B.III-01 Transport for hire or reward

Carriage for remuneration of persons or goods on behalf of third parties.

B.III-02 Transport on own account

Transport which is not for hire or reward.

Such transport is the movement by an enterprise of its own staff or freight without any associated financial transaction. Although individual persons may undertake such transport, it is not included here.

B.III-03 Road transport enterprise

Enterprise carrying out in one or more places activities for the production of road transport services using road vehicles and whose main activity according to value added is road transport.

In terms of activity classifications the following classes are involved:

a) ISIC/Rev.4: Division 49, Group 492 - Other land transport

- Class 4921 - Urban or suburban passenger land transport

- Class 4922 - Other passenger land transport

- Class 4923 - Freight transport by road

b) NACE/Rev.2: Division 49, Group 49.3 - Other passenger land transport

- Class 49.31 - Urban, suburban or metropolitan area passenger land transport

- Class 49.32 - Taxioperation

- Class 49.39 - Other passenger land transport

c) NACE/Rev.2: Division 49, Group 49.4 - Freight transport by road

- Class 49.41 - Freight transport by road

- Class 49.42 - Removal services.

Even those enterprises without salaried employees are taken into account. Only units, which actually carry out an activity during the reference period, should be considered. "Dormant" units or those not yet having begun their activity are excluded.

B.III-04 Road passenger transport enterprise

Road transport enterprise offering and performing services in the transport of one or more persons (passengers), not including the driver, and whose main activity in the field of road transport, according to value-added, is road passenger transport.

B.III-05 Road goods transport enterprise

Road transport enterprise offering and performing services in the transport of goods, whose main activity in the field of road transport, according to value-added, is road goods transport.

B.III-06 Urban road passenger enterprise

Road passenger transport enterprise performing urban, metropolitan or similar scheduled or non-scheduled transport services within the boundaries of one or more built-up areas and whose main activity in the field of road passenger transport, according to value-added, is urban road passenger transport.

B.III-07 Public road transport enterprise

A road transport enterprise which is principally owned (more than 50 per cent of the capital) by the country or public authorities and their enterprises.

B.III-08 Investment expenditure on roads

Expenditure on new construction and extension of existing roads, including reconstruction, renewal and major repairs, infrastructure include land.

B.III-09 Investment expenditure on road vehicles

Expenditure on purchases of road vehicles.

- B.III-10 Maintenance expenditure on roads**
Expenditure for keeping roads in working order.
This includes surface maintenance, patching and running repairs (work relating to roughness of carriageway carriageway roughness of carriageway)
- B.III-11 Maintenance expenditure on road vehicles**
Expenditure for keeping road vehicles in working order.
- B.IV TRAFFIC**
- B.IV-01 Road traffic**
Any movement of a road vehicle on a given road network.
When a road vehicle is being carried on another vehicle, only the movement of the carrying vehicle (active mode) is considered.
- B.IV-02 Road traffic on national territory**
Any movement of road vehicles within a national territory irrespective of the country in which these vehicles are registered.
- B.IV-03 Traffic by empty road vehicles**
Any movement of a road vehicle for which the gross-gross weight of goods carried including that of equipment such as containers, swap bodies and pallets is nil. Any movement of motor-coaches, buses, trolleybuses and trams without any passengers.
The movement of a road vehicle carrying empty equipment such as containers, swap bodies and pallets is not considered as an empty journey.
- B.IV-04 Urban road traffic**
Traffic carried out in an urban area by road vehicles.
Proportions of a through journey involving a relatively short passage over urban roads are not counted as urban traffic.
- B.IV-05 Road traffic inside built-up areas**
Traffic on roads inside built-up areas.
- B.IV-06 Road vehicle journey**
A movement of a road vehicle from a specified point of origin to a specified point of destination.
*A journey can be divided into a number of sections or stages, such as basic transport operations.
For goods road vehicles, journeys can be unloaded (there are no goods in the lorry, the trailer or the semi-trailer) or loaded. The loaded distance of the goods road vehicle journey is the distance between the first place of loading and the last place of unloading (where the goods road vehicle is completely emptied).*
- B.IV-07 Basic transport operations (BTO)**
The transport of one type of goods (defined by reference to a particular nomenclature level) between its place of loading and its place of unloading.
- B.IV-08 Passenger road vehicle journey offered**
Unit of measurement representing the number of movements of hired passenger road vehicle available from specified points of origin to specified places of disembarkation.
- B.IV-09 Seat-kilometre offered**
Unit of measurement representing the movement of one seat available in a hired passenger road vehicle when performing the services for which it is primarily intended over one kilometre.
- B.IV-10 Vehicle-kilometre**

Unit of measurement representing the movement of a road vehicle over one kilometre.
The distance to be considered is the distance actually run. It includes movements of empty road motor vehicles. Units made up of a tractor and a semi-trailer or a lorry and a trailer are counted as one vehicle.

B.IV-11 Entry of a road vehicle into a country

Any loaded or empty road motor vehicle which entered a country by road.
If a road motor vehicle is entering the country by another mode of transport, only the active mode is considered to have entered that country.

B.IV-12 Exit of a road vehicle from a country

Any loaded or empty road motor vehicle which leaves a country by road.
If a road motor vehicle is leaving the country by another mode of transport, only the active mode is considered as leaving that country.

B.IV-13 Transit of a road vehicle

Any loaded or empty road motor vehicle, which enters and leaves the country at different points by whatever means of transport, provided the total journey within the country is by road and that there is no loading or unloading in the country.
Road motor vehicles loaded/unloaded at the frontier of that country onto/from another mode of transport are included.

B.IV-14 Annual average daily traffic flow

Average flow of vehicles past a specific enumeration point on the road network.
Counting may be performed manually or automatically, continuously or in selected periods.

B.IV-15 Regular bus and coach transport

Hired passenger road vehicle activities scheduled and performed according to a published timetable, or so regular and frequent as to constitute a recognizably systematic series.
Transport may be provided by public or private enterprises.

B.IV-16 Occasional bus and coach transport

Hired passenger road vehicle activities not covered by regular transport.
This refers to coach tourism, including long distance and short distance, urban and interurban activities.

B.IV-17 Urban transport

Transport inside a FUA (city centre and its commuting zones).

B.V TRANSPORT MEASUREMENT

B.V-01 Road transport

Any movements of goods and/or passengers using a road vehicle on a given road network.
When a road vehicle is being carried on another vehicle, only the movement of the carrying vehicle (active mode) is considered.

B.V-02 National road transport

Road transport between two places (a place of loading/embarkation and a place of unloading/ disembarkation) located in the same country irrespective of the country in which the road motor vehicle is registered. It may involve transit through a second country.
Uncoupling of a trailer/semi-trailer from a road motor vehicle and coupling of the trailer/semi-trailer to another road motor vehicle is considered as unloading and loading of the goods in the trailer/semi-trailer.

B.V-03 Road cabotage transport

Road transport within a country other than the registration country, performed by a road motor

vehicle registered in the reporting country.

B.V-04 International road transport

Road transport between a place of loading/embarkation or unloading/disembarkation in the reporting country and a place of loading/embarkation or unloading/disembarkation in another country.

Such transport may involve transit through one or more additional countries.

B.V-05 Cross-trade road transport

Road transport performed by a road motor vehicle registered in one country between a place of loading/embarkation in a second country and a place of unloading/disembarkation in a third country.

Such transport may involve transit through one or more additional countries.

B.V-06 Road transit transport

Road transport through a country between two places (a place of loading and a place of unloading) both located in another country or in other countries provided that the total journey within the country is by road and that there is no loading and unloading in that country.

Road motor vehicles loaded/unloaded at the frontier of that country onto/from another mode of transport are included.

B.V-07 Urban road transport

Transport carried out on urban roads or tramways.

Only transport mainly or solely performed on urban roads is considered to be urban transport.

B.V-08 Road passenger

Any person who makes a journey by a road vehicle. Drivers of passenger cars, excluding taxi drivers, are counted as passengers. Service staff assigned to buses, motor coaches, trolleybuses, trams and goods road vehicles are not included as passengers.

B.V-09 Road passenger-kilometre

Unit of measurement representing the transport of one passenger by road over one kilometre.

The distance to be taken into consideration is the distance actually travelled by the passenger.

B.V-10 Road passenger trip

The combination between the place of embarkation and the place of disembarkation of passengers conveyed by a road vehicle.

A passenger transfer from one vehicle directly to another one of the same kind, regardless of the undertaking, shall not be 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.

B.V-11 Public road transport

Public road transport covers passenger transport by bus or tram in scheduled service, whether operated by a public or private enterprise.

B.V-12 Road passenger trip on public road transport

The combination between the place of embarkation and the place of disembarkation of passengers conveyed by bus or tram.

A passenger transfer from one vehicle directly to another one of the same kind, regardless of the undertaking, shall not be 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.

B.V-13 Road passenger embarked on a public transport road vehicle

Passenger who boards a road vehicle to be conveyed by it.

A passenger transfer from one vehicle directly to another one of the same kind, regardless of the undertaking, shall if possible not be 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.

B.V-14 Road passenger disembarked from a public transport road vehicle

A passenger alighting from a road vehicle after having been conveyed by it.

A passenger transfer from one vehicle directly to another one of the same kind, regardless of the undertaking, shall if possible not be 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.

B.V-15 Road passenger transport link

The combination of the place of embarkation and the place of disembarkation of the passengers conveyed by road whichever itinerary is followed.

Places are defined by using international classification systems such as NUTS (Nomenclature of Territorial Units for Statistics - Eurostat).

B.V-16 Place of embarkation

The place taken into account is the place where the passenger boarded a road vehicle to be conveyed by it.

A passenger transfer from one vehicle directly to another one of the same kind, regardless of the undertaking, shall if possible not be 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.

B.V-17 Place of disembarkation

The place taken into account is the place where the passenger alighted from a road vehicle after having been conveyed by it.

A passenger transfer from one vehicle directly to another one of the same kind, regardless of the undertaking, shall if possible not be 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.

B.V-18 Goods carried by road

Any goods moved by road goods vehicles.

This includes all packaging and equipment such as containers, swap-bodies or pallets.

B.V-19 Gross-gross weight of goods

The total weight of the goods carried, all packaging and the tare weight of the transport unit (e.g. containers, swap bodies and pallets for containing goods).

B.V-20 Gross weight of goods

The total weight of goods carried, including packaging but excluding the tare weight of the transport unit (e.g. containers, swap bodies and pallets for containing goods).

B.V-21 Tare weight

The weight of a transport unit (e.g. containers, swap-bodies and pallets for containing goods) before any cargo is loaded.

B.V-22 Tonne-kilometre by road

Unit of measurement of goods transport which represents the transport of one tonne by road over one kilometre.

The distance to be taken into consideration is the distance actually run.

B.V-23 TEU-kilometre by road

Unit of measurement of container transport which represents the transport of one TEU by road over one kilometre.

The distance to be taken into consideration is the distance actually run.

B.V-24 Types of goods carried

Goods in transport may be classified according to type.

Examples of classification schemes are NST 2007 (Standard Goods Nomenclature for Transport Statistics) that replaces the CSTE nomenclature (Commodity Classification for Transport Statistics in Europe - UNECE) and the NST/R nomenclature (Standard Goods Nomenclature for Transport Statistics/ revised - Eurostat).

B.V-25 Types of cargo carried

Goods in transport may be classified according to the UNECE – Codes for types of cargo, packages and packaging materials, Recommendation 21, Geneva March 1986. The cargo classes are:

- Liquid bulk;
- Solid bulk;
- Large freight container;
- Other freight container;
- Palletised goods;
- Pre-slung goods;
- Mobile, self-propelled units;
- Other mobile units;
- Other cargo types.

B.V-26 Dangerous goods

The classes of dangerous goods carried by road are those defined by the UN Recommendations on the Transport of Dangerous Goods:

- Class 1: Explosives;
- Class 2: Gases;
- Class 3: Flammable liquids;
- Class 4: Flammable solids; substances liable to spontaneous combustion; substances which, on contact with water, emit flammable gases;
- Class 5: Oxidizing substances and organic peroxides;
- Class 6: Toxic and infectious substances;
- Class 7: Radioactive material;
- Class 8: Corrosive substances;
- Class 9: Miscellaneous dangerous substances and articles, including environmentally hazardous substances.

B.V-27 Goods loaded

Goods placed on a road vehicle and dispatched by road.

Transshipment from one goods road vehicle to another or change of the road tractor are regarded as loading after unloading.

B.V-28 Goods unloaded

Goods taken off a road vehicle after transport by road.

Transshipment from one goods road vehicle to another or change of the road tractor are regarded as unloading before reloading.

B.V-29 Goods having left the country by road (other than goods in transit by road throughout)

Goods which having been loaded on a road vehicle in the country, left the country by road and were unloaded in another country.

B.V-30 Goods having entered the country by road (other than goods in transit by road throughout)

Goods which, having been loaded on a road vehicle in another country, entered the country by road and were unloaded there.

B.V-31 Goods in transit by road throughout

Goods which entered the country by road and left the country by road at a point different from the point of entry, after having been carried across the country in the same goods road motor vehicle.

Transshipment from one goods road vehicle to another or change of the road tractor are regarded as

loading/unloading.

B.V-32 Goods road transport link

The combination of the place of loading and the place of unloading of the goods transported by road whichever itinerary is followed.

Places are defined by using international classification systems such as NUTS (Nomenclature of Territorial Units for Statistics - Eurostat).

B.V-33 Place of loading

The place taken into account for loading is the place where the goods were loaded on a goods road motor vehicle or where the road tractor has been changed.

B.V-34 Place of unloading

The place taken into account is the place where the goods were unloaded from a goods road motor vehicle or where the road tractor has been changed.

B.VI ACCIDENTS

B.VI-01 Injury accident

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person.

A suicide or an attempted suicide is not an accident but an incident caused by a deliberate act to injure oneself fatally. However, if a suicide or an attempted suicide causes injury to another road user, then the incident is regarded as an injury accident.

Included are: 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 within a very short time period. Injury accidents exclude accidents incurring only material damage.

Excluded are terrorist acts.

B.VI-02 Fatal accident

Any injury accident resulting in a person killed.

B.VI-03 Non-fatal accident

Any injury accident other than a fatal accident.

B.VI-04 Casualty

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

B.VI-05 Person killed

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

A killed person is excluded if the competent authority declares the cause of death to be suicide, i.e. a deliberate act to injure oneself resulting in death. For countries that do not apply the threshold of 30 days, conversion coefficients are estimated so that comparisons on the basis of the 30 day-definition can be made.

B.VI-06 Person injured

Any person who as result of an injury accident was not killed immediately or not dying within 30 days, but sustained an injury, normally needing medical treatment, excluding attempted suicides.

Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.

An injured person is excluded if the competent authority declares the cause of the injury to be attempted suicide by that person, i.e. a deliberate act to injure oneself resulting in injury, but not in death.

B.VI-07 Person seriously injured

Any person injured who was hospitalised for a period of more than 24 hours.

B.VI-08 Person slightly injured

Any person injured excluding persons killed or seriously injured.

Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.

B.VI-09 MAIS

MAIS, Maximum Abbreviated Injury Scale is a medical classification on the severity of injuries. MAIS 1-2 is regarded as slight injuries and 3-6 as serious injuries.

Other classification can be used if they can be transcoded to MAIS.

B.VI-10 Driver involved in an injury accident

Any person involved in an injury accident who was driving a road vehicle at the time of the accident.

B.VI-11 Passenger involved in an injury accident

Any person involved in an injury accident, other than a driver, who was in or on a road vehicle, or in the process of getting in or out of a road vehicle.

B.VI-12 Pedestrian involved in an injury accident

Any person involved in an injury accident other than a passenger or driver as defined above.

Included are occupants or persons pushing or pulling a childing carriage, an invalid chair, or any other small vehicle without an engine. Also included are persons pushing a cycle, moped, roller-skating, skateboarding, skiing or using similar devices.

B.VI-13 Accident between road vehicle and pedestrian

Any injury accident involving one or more road vehicle and one or more pedestrian.

Included are accidents irrespective of whether a pedestrian was involved in the first or a later phase of the accident and whether a pedestrian was injured or killed on or off the road.

B.VI-14 Single-vehicle road accident

Any injury accident in which only one road vehicle is involved.

Included are accidents of vehicles trying to avoid collision and veering off the road, or accidents caused by collision with obstruction or animals on the road. Excluded are collisions with pedestrians and parked vehicles.

B.VI-15 Multi-vehicle road accident

Any injury accident involving two or more road vehicles.

The following types of injury accidents involving two or more road vehicles are:

a) Rear-end collision: collision with another vehicle using the same lane of a carriageway and moving in the same direction, slowing or temporarily halted.

Excluded are collisions with parked vehicles.

b) Head-on collision: collision with another vehicle using the same lane of a carriageway and moving in the opposite direction, slowing or temporarily halted.

Excluded are collisions with parked vehicles.

c) Collision due to crossing or turning: collision with another vehicle moving in a lateral direction due to crossing, leaving or entering a road.

Excluded are collisions with vehicles halted and waiting to turn which should be classified under (a) or (b).

d) Other collisions, including collisions with parked vehicles: collision occurring when driving side by side, overtaking or when changing lanes; or collision with a vehicle which has parked or stopped at the edge of a carriageway, on shoulders, marked parking spaces, footpaths or parking sites, etc.

Included in B.VI-15 (d) are all collisions not covered by (a), (b) and (c). The constituent element for classification of accidents between vehicles is the first collision on the carriageway, or the first mechanical impact on the vehicle.

B.VI-16 Accident with drivers reported under the influence of alcohol, drugs or medication

Any injury accident where at least one driver is reported to be under the influence of alcohol, drugs or medication impairing driving ability, according to national regulations.

B.VI-17 Suicide

An act to deliberately injure oneself resulting in death, as recorded and classified by the competent national authority.

Designation of individual suicide must be determined by a coroner, public police officer or other public authority.

Attempted suicide as an act of deliberately injuring oneself (not leading to the death) is excluded.

Only the death of the individual(s) who committed suicide is to be reported as suicide. Therefore, a fatality caused to a person by another person who committed suicide or who attempted to commit suicide is not to be reported as a suicide.

B.VI-18 Attempted suicide – serious injury

An act to deliberately injure oneself resulting in serious injury.

Designation of individual suicide must be determined by a coroner, public police officer or other public authority.

Attempted suicide as an act of deliberately injuring oneself (not leading to the death) is excluded.

Only the death of the individual(s) who committed suicide is to be reported as suicide. Therefore, a serious injury caused to a person by another person who committed suicide or who attempted to commit suicide is not to be reported as a suicide.