

Data Collection through the Web Common Questionnaire

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Overview

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- Reporting for the 2017 Data Cycle and reporting errors
- UNECE Data validation
- Comparison of webcoq data with Eurostat regulation data
- **Possible Streamlining**
- 2018 data opening
- Future developments and calendar

Data for 2017

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Joint letter sent on 21 September 2018.
Deadline 26 October

UNECE data processing in December, with database updated in January

January-February: UNECE queries sent, with input from ITF on comparisons with ITF data from other sources.

May-June: UNECE additional update. 19 countries provided additional or new data compared to January.

- **2016 data cycle focused on data availability; 2017 letters were more on data verification.**
- **2018 data cycle: focus on data relevant for SDGs?**

Common Reporting Errors

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- **Biggest problem is still units.** Number of vehicles, new registrations, load capacity still cause the most number of problems.
- For load capacity, some countries provide vehicle numbers rather than load capacity in tonnes.

Data Validation: Shared list of queries

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Year	UNECE Indicator	WebCoQ	Description	Action	Query	Response	Closed
2017	TR.623	B-II-19-24-0.0-0.0	Incorrect units for load capacity of trailers	Changed prior to upload, inform.	28-02-19	14-03-2019 revisions, now fixed	yes
2017	TR.2818	B-II-19-24-94.10-0.0	Incorrect units for load capacity of trailers	Changed prior to upload, inform.	28-02-19	14-03-2019 revisions, now fixed	yes
2017	TR.2898	B-II-19-24-94.20-0.0	Incorrect units for load capacity of trailers	Changed prior to upload, inform.	28-02-19	14-03-2019 revisions, now fixed	yes
2017	TR.2899	B-II-19-24-94.30-0.0	Incorrect units for load capacity of trailers	Changed prior to upload, inform.	28-02-19	14-03-2019 revisions, now fixed	yes
2017	TR.2900	B-II-19-24-94.40-0.0	Incorrect units for load capacity of trailers	Changed prior to upload, inform.	28-02-19	14-03-2019 revisions, now fixed	yes
2008		B-V-01-37-75.2-0.0	Big increase car plm (273503) to check	2007 and previous was buses only (series are the same)	no		yes
1990-2007		B-V-01-37-75.2-0.0	Can they provide data (ITF has data)	webcoq has data up to 2016, maybe they only add confirmed official stats	no		yes
2000-2017		B-V-02-39-0.0-0.0	Since 2002 road Tkm lower than Nat. Stat. and ITF	query	28-02-19	14/3/19 national source is partially estimated (difference only a few percent)	yes
2013-2016	TR.51	A-II-03-07-0.0-0.0	Subelements of passenger carriages do not add up to total	Again, because of couchettes and dining cars.	no		yes
2013-2016	TR.52	A-II-03-07-25.1-0.0	Subelements of passenger carriages do not add up to total	Again, because of couchettes and dining cars.	no		yes
2013-2016	TR.53	A-II-03-07-25.2-0.0	Subelements of passenger carriages do not add up to total	Again, because of couchettes and dining cars.	no		yes
2010-2017	TR.986	C-V-01-17-0.0-0.0	Inland waterway traffic much lower than ITF series and confirmed by national data	Query	28-02-19	14/3/19 national publication was wrong, webcoq CORRECT	yes
2010-2017	TR.987	C-V-01-17-66.10-0.0	Inland waterway traffic much lower than ITF series and confirmed by national data	Query	01-03-19	14/3/19 national publication was wrong, webcoq CORRECT	yes
2010-2017	TR.988	C-V-01-17-66.21-0.0	Inland waterway traffic much lower than ITF series and confirmed by national data	Query	02-03-19	14/3/19 national publication was wrong, webcoq CORRECT	yes
2010-2017	TR.989	C-V-01-17-66.22-0.0	Inland waterway traffic much lower than ITF series and confirmed by national data	Query	03-03-19	14/3/19 national publication was wrong, webcoq CORRECT	yes
2010-2017	TR.991	C-V-01-17-59.10-0.0	Inland waterway traffic much lower than ITF series and confirmed by national data	Query	04-03-19	14/3/19 national publication was wrong, webcoq CORRECT	yes
2010-2017		C-V-01-39-0.0-0.0	Inland waterway traffic much lower than ITF series and confirmed by national data	Query	05-03-19	14/3/19 national publication was wrong, webcoq CORRECT	yes

IWG coordination and recording of should lead to better data and less queries in the future.

2019 Data Validation: Check of Webcoq versus EU Regulation

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- Verification that EU Regulated data agree with webcoq (in terms of residency versus territory etc). In general, almost all countries had the same coverage (sometimes small differences due to revisions). But some systematic differences seen.
- Passenger Rail: 4 countries show systematic differences, with webcoq 3-12% higher (Slovenia, Switzerland, Ireland, Austria).
- *Freight rail: no systematic differences.*
- Freight road: systematic differences for Austria, webcoq 30-35% smaller than regulation. (not territory, as territory > residency for Austria)
- Freight IWW: systematic differences for France and Poland of 2-5% (could be residency data in webcoq?)

2018 Opening of Webcoq

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- To allow timely dissemination of country data when ready, Eurostat plan to open webcoq for 2018 by the end of June 2019.
- Existing “deadline” of end-October will still apply, but UNECE will update our database in September.
- December/January still the “main” UNECE update, with UNECE data validation and queries in January/February.

Improvements and Streamlining

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- Significant changes to the application not possible until 2020 with new Eurostat IT system.
- The IWG recognizes the need to minimize the webcoq reporting burden.
- Country agency input on this would be welcome.

Streamlining ideas

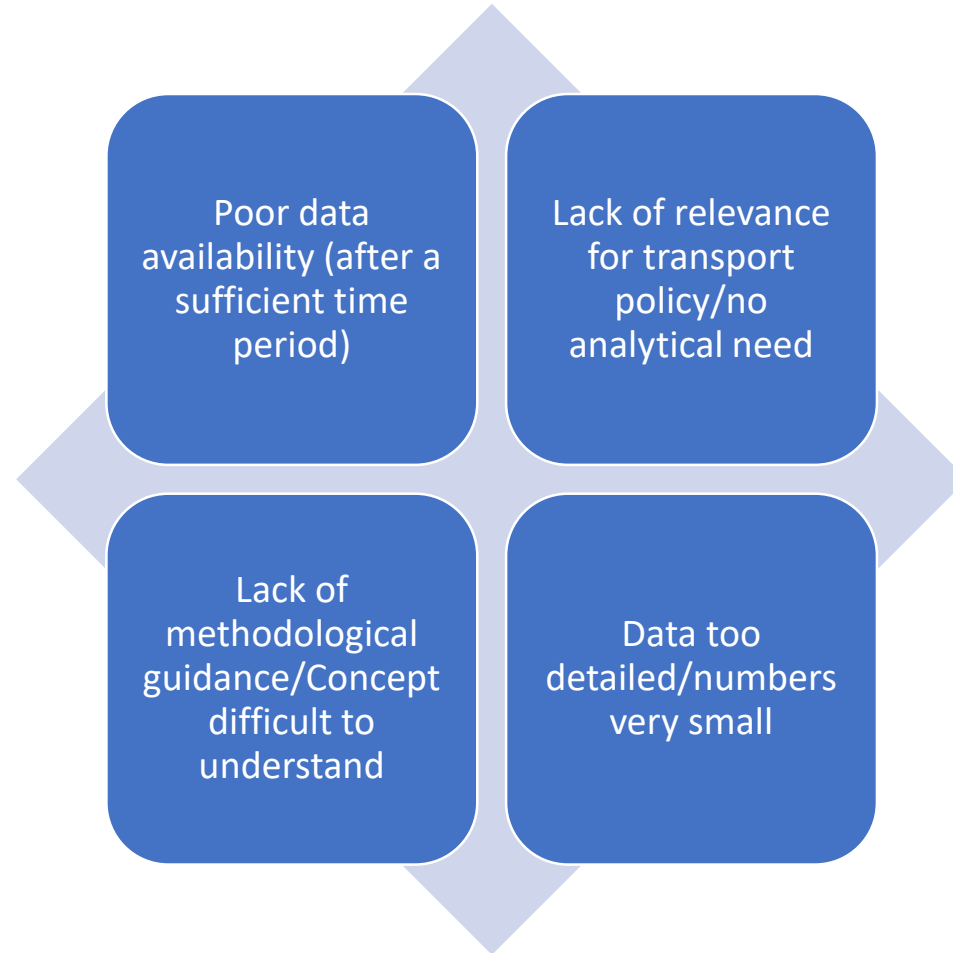
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- Bus and coach pilot: journeys offered and seat-kms offered 22 Indicators
 - Gas pipelines (not published) 15 indicators
 - Road safety (collected by other means, but slower) 25 indicators
 - Rail hauled vehicle movements (not published by UNECE) 22 indicators
- =84,
≈9% of indicators
- Less breakdown of road transport equipment? 225 Indicators (18 of which refer to natural gas vehicles)

Do we need Compressed Natural Gas Buses separated from Liquefied Natural Gas Buses?

Further Streamlining Considerations

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Thank you!

Alex Blackburn
WP.6 Secretary
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Date 12-14 June 2019, Geneva



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