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Inland Transport Committee

Working Party on Transport Statistics

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Item 5 (a) of the provisional agenda
**Data collection, methodological development
  and harmonization of transport statistics**

Common questionnaire: streamlining exercise

Revision

Note by the secretariat*

I. Introduction

1.   The Common Questionnaire allows countries to simultaneously provide inland transport statistics to three organizations – Economic Commission for Europe (ECE), the Statistical Office of the European Union (Eurostat), and International Transport Forum (ITF). This exercise provides a rich collection of indicators, most unavailable through other international data collections. The principal methodological document for this collection is the Glossary for Transport Statistics,[1] jointly published by the three organizations, with the fifth version finalized in 2019.

2.   This document outlines the upcoming streamlining exercise for the Common Questionnaire, scheduled for implementation in 2025 for reference year 2024. This revision aims to remain stable for the next ten years. The document is organized following the structure of the Common Questionnaire themes. Further details will be provided at the annual session.

II. Railway transport

A. Rail infrastructure

3.   The rail infrastructure chapter of the Common Questionnaire currently comprises 35 indicators. Two of these pertain to the length of tracks, categorized by traction type. The remaining indicators focus on the length of lines, segmented by nature of traffic, number of tracks, track gauge, traction type and current, and line types.

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*   This document was submitted late due to technical reasons beyond the secretariat's control.
[1]   https://unece.org/DAM/trans/main/wp6/pdfdocs/Glossary_for_Transport_Statistics_EN.pdf.

4. To enhance comprehension of cross-border connectivity, it is proposed to differentiate between interoperable and non-interoperable networks in the Common Questionnaire. The manner in which this could be done in the future would depend heavily on what constitutes interoperable and non-interoperable networks. Therefore, it should be revisited when an appropriate definition has been established.

5. Moreover, it is suggested to expand the Common Questionnaire to encompass data on urban rail public transport (tram, metro, and light rail systems). This addition will complement national rail infrastructure data and offer detailed insights into diverse uses and demands across different types of railway network.

6. Lastly, to provide a comprehensive overview of national railway infrastructure, it is recommended to introduce the following new indicators: touristic and heritage train lines, funicular and rack lines, and (if data permit) private lines not open to public traffic.

7. With these proposals, the total number of indicators under the Rail Infrastructure chapter will increase to 43 indicators. The proposed additional indicators in the Rail Infrastructure chapter, along with proposed changes in other chapters, are detailed in table I.

B. Rail transport equipment

8. The rail transport equipment chapter currently encompasses 33 indicators, categorized by attributes such as number, tractive power, type of vehicle, type of wagon, capacity, and seating/berthing capacity. These categories are further subdivided by power source (electric or diesel) and specific vehicle types.

9. To incorporate emerging technologies in rail transport equipment, it is suggested to introduce a breakdown of locomotives by alternative drive, including dual mode and electric conductors, hybrid diesel-battery, conductors and battery, and hydrogen. The terminology for these alternative drives may be adjusted to align with that used by the European Register of Authorised Types of Vehicles and/or national databases.

10. The number of railway vehicles holds greater significance than their tractive power and capacity. Additionally, these indicators exhibit poor completion rates and are not disseminated by ECE. Therefore, discontinuing indicators related to tractive power and vehicle capacity is recommended.

11. It is proposed to include the number of shunters (sometimes referred to as shunting engines), which are railway vehicles intended for transport. Consequently, their numbers and traffic patterns can be of interest.

12. Furthermore, a detailed breakdown of rail wagons by keepers is suggested, specifically distinguishing those owned by operators from those held by others such as lessors and shippers. This distinction will provide a more accurate picture of the rail market, which is increasingly diversified with the entry of competitors and lessors playing a significant role, especially for wagons. Before this distinction comes into force, a more detailed definition and analysis of the indicator label will need to be considered.

13. With these proposals, the total number of indicators under the Rail Transport Equipment chapter will be reduced to 26.

C. Rail traffic

14. It is recommended to track the movement of trains on railway lines, categorized by the type of tractive vehicle used and their power source. This suggestion aligns with the proposed new breakdown of equipment by alternative drive (refer to paragraph 9). Additionally, the indicators should track the movements of railcars and shunters, segmented by the same categories of power source.

15. Discontinuation of all "hauled-vehicle movements" statistics is proposed due to poor completion rates and the lack of dissemination of these data by ECE. Currently, there are 18 indicators under this category.

16.   With these proposals, the total number of indicators under the Rail Traffic chapter will be reduced to 18 from the current 36.

D.   Rail transport measurement

17.   For the Rail Transport Measurement chapter, it is suggested to include data on the number of passengers and of passenger-km of urban rail public transport (tram, metro, light rail, and funicular and rack systems). These data have been collected at the city level by ECE, allowing for pre-filling in the Common Questionnaire. In the last data collection cycle (August 2023), 30 countries submitted this information.

18.   It is proposed to consider whether to discontinue indicators related to national goods transport by distance class moved due to poor completion rates and the lack of dissemination of these data by ECE.

19.   With these proposals, the total number of indicators under the Rail Transport Measurement chapter will be reduced to 22 from the current 34.

Table I
Proposed additions and deletions of indicators in Rail theme

Chapter	Label	Rationale
Infrastructure	Interoperable rail network (length)	Consistency with ERA
Infrastructure	Non-interoperable rail network (length)	Consistency with ERA
Infrastructure	Tram, metro, light rail lines (length)	Complete picture, observation of urban public transport
Infrastructure	Touristic and heritage train lines (length)	Complete picture
Infrastructure	Funicular and rack lines (length)	Complete picture
Infrastructure	Private lines not opened to public traffic (length)	Complete picture
Equipment	Locomotives - alternative drive (number)	New technologies
Equipment	Railcars - alternative drive (number)	New technologies
Equipment	~~Locomotives - tractive power (1000 kW)~~	Low significant value
Equipment	~~Rail cars - tractive power (1000 kW)~~	Low significant value
Equipment	~~Passenger railway vehicles (number of seats and berths)~~	Low significant value
Equipment	~~Wagons - capacity~~	Low significant value
Equipment	~~Multiple unit sets (number of seats and berths)~~	Low significant value
Equipment	Shunter/shunting engines (number, by source of power)	Complete picture of railway vehicles intended for transport
Equipment	Wagons, of which kept by operators and by others (number)	More accurate picture of rail market
Traffic	Train-km by type of tractive vehicle and source of power	Consistency with rail transport equipment chapter

Chapter	Label	Rationale
Traffic	Train-km of railcars and shunter (shunting engines) by type of tractive vehicle and source of power	Consistency with rail transport equipment chapter
Traffic	~~Hauled vehicle movements~~	Poor completion rates and lack of dissemination
Transport measurement	Passenger and passenger-km of urban rail public transport	Observation of urban public transport and consistency with urban public transport data collected by ECE
Transport measurement	*National goods transport by distance class moved*	Poor completion rates and lack of dissemination

Note: Indicators in strikethrough are proposed for discontinuation. Indicators in italic are proposed for remodulation.

III. Road transport

A. Road infrastructure – EV recharging infrastructure

20. In June 2023, ECE, the Eurostat, and ITF conducted a pilot questionnaire on electric vehicle (EV) recharging infrastructure, categorised by the EU Alternative Fuel Infrastructure Regulation (AFIR).[2] The results indicated significant disparities in data availability and collection methodology across countries. The importance of including EV recharging infrastructure data in the Common Questionnaire was underscored during the virtual Roundtable on Electric Vehicle Charging Infrastructure Data Collection, held by the Working Party on 9 November 2023. A summary of the findings from the questionnaire and the roundtable discussion is presented in document ECE/TRANS/WP.6/2024/5.[3]

21. While the pilot questionnaire focused solely on public recharging point counts, the AFIR specifies power output targets for publicly accessible recharging stations. Table II details the proposed integration of this data into the Common Questionnaire under the Infrastructure chapter.

B. Road infrastructure – national cycling infrastructure

22. Data on national cycling routes, which is not currently collected by the Working Party, has to date been gathered by the UNECE's Group of Experts on cycling infrastructure module (GE.5). GE.5 intends to expand this data collection effort to include technical parameters, such as the width and type of infrastructure (e.g. cycle track, cycle lane, cycle highway) (ECE/TRANS/WP.6/2024/8).

23. Given the ongoing efforts initiated by GE.5 and the data gathered by various countries, albeit to varying degrees, the Working Party may contemplate the inclusion of this data in the Common Questionnaire. The initial set of proposed indicators is presented in table II for reference.

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[2] https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52021PC0559.

[3] When reviewing the Glossary for Transport Statistics, member States will be requested to consider whether to use "charging" or "recharging" as preferred terminology.

Table II
Proposed additions of indicators related to EV recharging infrastructure and national cycling infrastructure

Chapter	Label
Infrastructure	Number of public recharging pools/locations, of which dedicated to heavy-duty vehicles
Infrastructure	Number of public recharging stations/devices
Infrastructure	Number of public recharging points (Electric Vehicle Supply Equipment)/alternative current: slow AC (P < 7.4 kW), medium-speed AC (7.4 kW ≤ P ≤ 22 kW), fast AC (P > 22 kW)
Infrastructure	Number of public recharging points (Electric Vehicle Supply Equipment)/direct current: slow DC (P < 50 kW), fast DC (50 kW ≤ P < 150 kW), ultra fast – level 1 (150 kW ≤ P < 350 kW), ultra fast – level 2 (P ≥ 350 kW)
Infrastructure	Power output installed in public recharging points (kW), of which dedicated to heavy-duty vehicles
Infrastructure	National cycling infrastructure (km): cycle track, cycle lane

C. Road transport equipment

24.   The previous Working Party's session highlighted the need to reclassify the road vehicle fleet by fuel type, emphasizing electric vehicles (ECE/TRANS/WP.6/185). This reclassification should include electric mopeds as well as other vehicle types.

25.   As a result, the 2022 Common Questionnaire has been updated to reflect these changes, as shown in table III. The new categorization comprises the following:

- **Electric mopeds**, as defined under categories L1 and L2 of the UN Consolidated Resolution on the construction of vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.6).[4]

- **Electric motorcycles**, which falls under categories L3 to L7 of the same resolution (article B.II-10 of the glossary). For data on motorcycles "*by size of engine*", **electric motorcycles** are included in the "**125 cc or less**" sub-category, as engine size in cc is not applicable.

- **E-bikes** or any kind of "pedelecs" are classified outside of "motor vehicles" (article B.II-07 of the glossary: (Bi)cycle) if they have a speed limit of 25 km/h and power of ≤ 250 W. Despite commercial names, "e-bikes", "pedelecs", "electric powered assisted cycles" ("e-bikes" + "pedelecs") and "motorized micro-mobility vehicles" are assumed to meet the aforementioned speed and power criteria. Otherwise, they are categorized as "electric mopeds" or "electric motorcycles".

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[4] https://unece.org/fileadmin/DAM/trans/main/wp29/wp29resolutions/ECE-TRANS-WP.29-78r6e.pdf.

Table III
Reclassification of mopeds and motorcycles in Common Questionnaire 2022

Chapter	Label
Transport equipment	**Mopeds/Number at 31.12 (Unit)/Total**
Transport equipment	Mopeds/Number at 31.12 (Unit)/By vehicle technology/~~Petrol~~ Fossil fuel
Transport equipment	Mopeds/Number at 31.12 (Unit)/By vehicle technology/~~Others~~ Zero emission
Transport equipment	**Motorcycles/Number at 31.12 (Unit)/Total**
Transport equipment	Motorcycles/Number at 31.12 (Unit)/By size of engine/125 cc or less
Transport equipment	Motorcycles/Number at 31.12 (Unit)/By size of engine/Exceeding 125 cc
Transport equipment	Motorcycles/Number at 31.12 (Unit)/By vehicle technology/~~Petrol~~ Fossil fuel
Transport equipment	Motorcycles/Number at 31.12 (Unit)/By vehicle technology/~~Others~~ Zero emission

Note: Indicators in strikethrough are those used in Common Questionnaire 2021.

D. Road traffic

26. The Working Party may consider deleting the Road Traffic chapter due to overlapping indicators with the ROADVKM theme. It is proposed to replace this chapter with the streamlined ROADVKM theme, as detailed in section V. The indicators under the current Road Traffic chapter are:

- Motor vehicles movements on national territory- all vehicles- irrespective of country of registration (kilometres within the territory of the reporting country)/Vehicle-km (Millions)/Total, with four indicators; and

- Motor vehicles movements on national territory- vehicles registered in the reporting country (kilometres within the territory of the reporting country)/Vehicle-km (Millions)/Total, with four indicators.

IV. Navigable inland waterways

27. In alignment with the Inland Transport Committee Strategy on Reducing GHG Emissions from Inland Transport (ECE/TRANS/WP.6/2024/3), the Working Party may wish to consider measuring passenger transport through inland waterways in the Common Questionnaire. This necessitates the incorporation of network length data specific to passenger transport, thereby requiring a refinement of indicators to clearly differentiate between freight and passenger transport.

28. Consequently, the number of passenger vessels should ideally be measured under the Transport Equipment chapter, categorised by vessel type (river cruise vessels with berths and other passenger vessels without berths). Considering the emergence of alternative energies, although not yet mature, this indicator should also ideally include the number of passenger vessels using alternative energy sources (LNG, hydrogen, electricity, etc).

29. It is recommended to re-evaluate the data collection concerning the breakdown of freight vessel stock by the year of construction. Currently, this categorization is segmented into three periods: pre-1975, 1975-1999, and post-2000. In the 2022 Common Questionnaire cycle, data was provided by 24 UNECE countries with navigable inland waterways. Approximately 50 per cent of these countries submitted data relevant to the indicators concerning the year of construction of the vessel stock.

30.	Under the Transport Measurement chapter, it is suggested to include the counts of the number of passengers, categorised by the type of journey, including river cruise, day trip, ferry transport, and urban and regional transport. This categorisation aligns with the Eurostat Reference Manual on Inland Waterway Transport Statistics.[5]

31.	Lastly, it is recommended to eliminate all indicators on "Rhine transport at the German Dutch frontier" as they concern only two countries, and the data are not disseminated by ECE. Table IV provides an overview of the proposed streamlining of indicators in the Navigable Inland Waterways theme.

Table IV
Proposed additions and deletions of indicators in Navigable Inland Waterways theme

Chapter	Label
Infrastructure	Length of the network operated for passenger transport (km)
Transport equipment	Passenger vessels by type of vessels (number), of which vessels using alternative energy
Transport equipment	*Freight vessels (self-propelled, tugs and pushers) by year of construction*
Transport measurement	Passenger transport on national territory (number), by type of journey
Transport measurement	~~Rhine transport at the German Dutch frontier~~

Note: Indicators in strikethrough are proposed for discontinuation. Indicators in italic are proposed for remodulation.

## V.	Road transport vehicle-kilometres

### A.	Traffic on national territory

32.	Chapters I and II of the ROADVKM theme address vehicle kilometres travelled by national and foreign vehicles on national territory, categorised by types of motor vehicles. These categories are further divided by type of motor fuel and type of road (roads inside and outside built-up areas). Currently these chapters encompass nearly 120 indicator. There is potential to simplify vehicle categorisation by aggregating certain types based on observations from motorway tolls, inductive loops, etc. Further details will be provided at the annual session.

### B.	Traffic of national vehicles

33.	Chapter III of the ROADVKM theme addresses the traffic of national vehicles, focusing on vehicle kilometres by type of motor fuel and the age of the vehicle within the reporting country. As of January 2024, the response rate for this chapter in the 2022 Common Questionnaire cycle stood at only 23 per cent among EU-27 countries, with rates varying from zero to two per cent for other UNECE countries, except for Norway, which reported a 73 per cent response rate.

34.	Streamlining this chapter may improve completion rates. Tables V and VI display the current indicators in the Common Questionnaire and the proposed changes, respectively.

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[5]	https://ec.europa.eu/eurostat/documents/29567/3217334/Inland_waterways_reference_manual_2019.pdf .

Member States are invited to share their views on whether it would be more effective to consolidate petrol-hybrid and diesel-hybrid into a single indicator (refer to table VI).

Table V
Current categorisation of vehicle-km in chapter III of ROADVKM

Vehicle categories by fuel type	Age of vehicle (years)					
	< 2	2 < 5	5 < 10	10 < 20	> = 20	Total
L1/L2/L3/L4/L5/L6/L7: Motorcycles and mopeds						
M1: Passenger cars • Petrol • Diesel • Bi-fuel Petrol-LPG • Bi-fuel Petrol-CNG • Petrol-hybrid • Diesel-hybrid • Pure electric • Flex-fuel • Unknown						
M2 + M3: Buses, motor coaches, trolleybuses, minibuses and mini coaches • Diesel • Diesel-hybrid • LPG • CNG • Pure electric • Other fuel						
N1 + N2 + N3: Lorries **N1: Goods vehicles up to 3.5 t MPW** • Petrol • Diesel • Bi-fuel Petrol-LPG • Bi-fuel Petrol-CNG • Other fuel **N2: Goods vehicles > 3.5 t – 6 t MPW** • Diesel • Other fuel **N3: Goods vehicles > 6 t MPW** • Diesel • Other fuel						
T5: Road tractors						
Other motorized vehicles						

Table VI
Proposed streamlining chapter III of ROADVKM

Vehicle categories by fuel type	Age of vehicle (years)					
	< 2	2 < 5	5 < 10	10 < 20	> = 20	Total
L1/L2/L6: Mopeds and light 3- and 4-wheelers • Fossil fuel • Zero emission						
L3/L4/L5/L7: Motorcycles (with or without sidecar), tri-cycles and quads • Fossil fuel • Zero emission						
M1: Passenger cars • Petrol excluding hybrids • Petrol-hybrid (indicate in a footnote if plug-in hybrids are included) • Plug-in Petrol-hybrid • Diesel excluding hybrids • Diesel-hybrid (indicate in a footnote if plug-in hybrids are included) • Plug-in Diesel-hybrid • Battery-electric • Hydrogen and fuel cells • LPG including bi-fuel with LPG • Natural gas including bi-fuel with natural gas • Biofuels • Other fuels and unknown						
M2 + M3: Buses, motor coaches, trolleybuses, minibuses and mini coaches • Diesel excluding hybrids • Diesel-hybrid (indicate in a footnote if plug-in hybrids are included) • Plug-in Diesel-hybrid • Battery-electric • Hydrogen and fuel cells • LPG including bi-fuel with LPG • Natural gas including bi-fuel with natural gas • Biofuels • Other fuels and unknown						
N1: Light goods vehicles up to 3.5 t MPW • Petrol excluding hybrids • Petrol-hybrid (indicate in a footnote if plug-in hybrids are included) • Plug-in Petrol-hybrid • Diesel excluding hybrids • Diesel-hybrid (indicate in a footnote if plug-in hybrids are included) • Plug-in Diesel-hybrid • Battery-electric • Hydrogen and fuel cells • LPG including bi-fuel with LPG • Natural gas including bi-fuel with natural gas						

Vehicle categories by fuel type	Age of vehicle (years)					
	< 2	2 < 5	5 < 10	10 < 20	> = 20	Total
• Biofuels • Other fuels and unknown **N2+N3: Goods vehicles > 3.5 t MPW** • Diesel excluding hybrids • Diesel-hybrid (indicate in a footnote if plug-in hybrids are included) • Plug-in Diesel-hybrid • Battery-electric • Hydrogen and fuel cells • LPG including bi-fuel with LPG • Natural gas including bi-fuel with natural gas • Biofuels • Other fuels and unknown						
T5: Road tractors • Diesel excluding hybrids • Diesel-hybrid (indicate in a footnote if plug-in hybrids are included) • Plug-in Diesel-hybrid • Battery-electric • Hydrogen and fuel cells • LPG including bi-fuel with LPG • Natural gas including bi-fuel with natural gas • Biofuels • Other fuels and unknown						

VI. Concluding remarks

35.   The streamlining process of the Common Questionnaire must align with the evolving transport landscape and support the implementation of the Inland Transport Committee Strategy. The Working Party is invited to review the proposed revisions critically and provide feedback on their applicability and analytical usefulness. This input is vital for refining the questionnaire to ensure its relevance and effectiveness.

36.   Member States are encouraged to evaluate their readiness for adapting these changes, focusing particularly on their data collection capabilities. They are also invited to identify and share potential challenges and barriers that may arise during the data collection process within the framework of the revised Common Questionnaire.