Economic and Social Council

Economic Commission for Europe

Inland Transport Committee

Working Party on Transport Statistics

Seventy-fifth session
Geneva, 24–26 April 2024

Report of the Working Party on Transport Statistics on its seventy-fifth session

Contents

I. Attendance

1.   The Working Party on Transport Statistics held its seventy-fifth session from 24 to 26 April 2024 in Geneva. The session was chaired by Mr. John Wilkins (United Kingdom of Great Britain and Northern Ireland) and co-chaired by Mr. Sam Scriven (Ireland) as Vice-Chair.

2.   The Working Party was attended by the following countries: Belarus, Bosnia and Herzegovina, Croatia, Cyprus, Czechia, Denmark, Finland, France, Georgia, Germany, Greece, Hungary, Ireland, Latvia, Malta, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Sweden, Switzerland, United Kingdom of Great Britain and Northern Ireland.

3.   The European Commission was represented by DG MOVE and Eurostat.

4.   The following United Nations specialized agency was present: International Telecommunication Union.

5.   Representatives of the following intergovernmental organizations were present: International Energy Agency (IEA), International Transport Forum (ITF) and International Union of Railways (UIC).

6.   Samara State University of Railway Transport participated from academia.

7.   Positium participated from the private sector.

II. Adoption of the agenda (agenda item 1)

Document: ECE/TRANS/WP.6/186

8.   The Working Party noted two clerical errors in the provisional agenda. In paragraph 9, it should read "2024 Inland Transport Statistics", instead of "2023 Inland Transport Statistics". In para 12(a), it should read "The seventy-sixth session of the Working Party", instead of "The seventy-fourth session of the Working Party".

9.   The Working Party adopted the provisional agenda.

III. Monitoring of transport-related Sustainable Development Goals (agenda item 2)

Document: ECE/TRANS/WP.6/2024/1; ECE/TRANS/WP.6/2024/2

10.   After an introduction by the Chair, the Chief of Section gave his seventy-fifth session remarks stressing the importance of transport statistics. The secretariat presented the existing UNECE monitoring activities on the global indicators relating to road safety, rural access to an all-season road, the inland modal split of transport, and population's access to public transport. The secretariat also presented how the UNECE region progresses on the three indicators decided by the Working Party at the seventy-fourth session (percentage of new passenger cars that are zero emission, trends in new passenger car vehicle weight, and breakdown of road fatalities by type of road user), as well as specific indicators that have been employed by member States to monitor transport-related Sustainable Development Goals in their countries noting the role of UNECE as co-custodian of the main transport related Sustainable Development Goals .

11.   The secretariat of the Conference of European Statisticians Steering Group on Statistics for Sustainable Development Goals presented recent outputs of the Steering Group. These outputs comprise a self-assessment tool for indicator availability, focusing primarily on the national availability of global indicators, as well as a country progress table to monitor how countries are implementing the core recommendations outlined in the Road Map on Statistics for Sustainable Development Goals the flagship publication of the Steering Group.

12.   Sweden presented its national indicator on road traffic injuries, including the annual publication to report on road traffic accidents and safety, with data from the Swedish Traffic

Accident Data Acquisition (STRADA) encompassing police-reported accidents and healthcare data.

13. The presentation from Statistics Finland on motor vehicle statistics focused on the extensive data collected from the Finnish Transport and Communications Agency Traficom. Discussions followed based on the Finnish presentation.

14. The representative of the ITF informed the Working Party about the ITF database concerning indicator 9.1.2, suggesting it could complement UNECE data.

15. The secretariat read out a written intervention sent by Türkiye indicating that the Turkish Statistical Institute (TurkStat) has begun to address the significant gap in official transport statistics for metro, tram, and light rail systems in Türkiye, prompted by the UNECE request for such data. TurkStat now produces these statistics using the UNECE questionnaire format, enhancing both data quality and international comparability. This effort allows for the inclusion of additional related data and enables the announcement of these statistics on both national and international scales.

16. The Working Party noted the significance of supplementing global indicators with national ones, as the latter are particularly relevant for national implementation efforts.

IV. The United Nations Economic Commission for Europe Inland Transport Committee and its subsidiary bodies (agenda item 3)

A. The Inland Transport Committee Strategy on Reducing Greenhouse Gas Emissions from Inland Transport

Documents: ECE/TRANS/WP.6/2024/3

17. The secretariat presented the Inland Transport Committee (ITC) Strategy on Reducing Greenhouse Gas (GHG) Emissions from Inland Transport adopted by the ITC at its latest session in February 2024. The secretariat presented the timeline detailing the development of the Strategy, including the contribution from the Working Party. The secretariat outlined the Strategic Objectives chapter of the Strategy, which contains six recommended Key Performance Indicators (KPIs) and six supplementary KPIs. The secretariat indicated that currently only three of the recommended KPIs are being measured within the framework of the Common Questionnaire. The Action Plan chapter of the Strategy outlines specific actions along with their target years and responsible bodies. The Working Party is tasked with managing inland transport GHG emissions data. The secretariat proposed that the Working Party may consider utilising data managed by the United Nations Framework Convention on Climate Change (UNFCCC). The Working Party was invited to decide which indicators are relevant and where to focus the efforts considering the available resources and countries' capabilities.

18. IEA presented methodologies for emissions data collection in the transport sector. The presentation focused on the comprehensive approach of the IEA to data collection, validation, and the development of emissions methodologies, which are closely tied to energy consumption data and utilize robust, well-known factors from the IPCC for harmonised calculations. Discussions followed based on the IEA presentation. The IEA suggested that long-term support could include ensuring the harmonisation of data collection practices, such as those related to Sustainable Development Goal indicators, and advocating across UNECE countries for consistency in data submission to different institutions. The Chair emphasized that multiple institutions are collecting emissions data, and that the effort should not be duplicated. The ITF informed that the upcoming ITF summit will include a session on linking data with policy.

19. The Working Party took note of the key performance indicators outlined in the Strategy and asked the secretariat to explore data and statistics that have been collected by other institutions.

B. Review of the mandate of the Working Party on Transport Statistics

Documents: ECE/TRANS/WP.6/2024/11

20.   The secretariat informed the Working Party on the review of the mandate of the Working Party on Transport Statistics following the decision made by the ITC at its eighty-fifth session to proceed with the review process of the mandates of its Working Parties. The mandate review was submitted by the secretariat to the ITC secretariat in September 2023 following the informal consultation to the Working Party. The secretariat confirmed the objective of the Working Party to carry out the activities that are in line with the objective of the UNECE sustainable transport subprogramme, which are also in line with the ITC Strategy until 2030. It also highlighted the ten clusters of Working Party's activities that cover four main areas of work (transport facilitation, safety, environmental and climate performance, and innovations). Finally, the secretariat highlighted some particular achievements of the Working Party, which include the yearly collection of transport data through the Common Questionnaire, biennial publications, Glossary for Transport Statistics, as well as a series of events and capacity-building activities conducted in the period 2017-2023.

21.   The Working Party welcomed the review of the mandate of the Working Party on Transport Statistics and noted that additional human and budgetary resources to the secretariat should be considered, especially if the Working Party wishes to intensify its efforts in specific areas or introduce new areas of work that are not presently within its purview or necessitate a broader geographical scope.

V. Electric vehicle charging infrastructure data collection (agenda item 4)

Documents: ECE/TRANS/WP.6/2024/5

22.   The secretariat reported on the pilot questionnaire's findings regarding electric vehicle (EV) charging infrastructure, which was distributed to member States in June 2023, as agreed at the seventy-fourth session of the Working Party (ECE/TRANS/WP.6/185). These findings were also shared at the informal online Roundtable on Electric Vehicle Charging Infrastructure Data Collection, held on 9 November 2023. In total, 23 countries responded to the questionnaire. Although data from 2018 to 2022 was requested, the majority of data provided by countries was for 2022. This suggests a trend where countries have either initiated or intensified their data collection efforts on EV charging infrastructure as the EV market matures. However, the availability of this data varies significantly among countries. Information on the Number of public recharging pools/locations is less available, while data on Number of recharging points/Supply Equipment is more commonly reported. Notably, the count of semi-public chargers and chargers within various power categories is not uniformly tracked. These varied national methodologies underscore the need for standardized international definitions and reliable indicators. Reflecting on the insights gained from the pilot questionnaire and roundtable discussions, the secretariat proposed a refined questionnaire and to conduct another round of the questionnaire in 2024 to evaluate the newly updated definitions and improvements before integrating these indicators into the common questionnaire. The Working Party agreed with the proposal to disseminate a revised questionnaire on EV charging infrastructure. This iteration will encompass the count of public recharging pools/locations and the power output of public recharging points, with an added focus on those dedicated to heavy-duty vehicles.

23.   Under this agenda item the National Statistical Committee of the Republic of Belarus provided a presentation focused on the development and management of EV charging infrastructure within the country. The presentation focused on the significant growth in the number of electric vehicles and the establishment of a comprehensive network of urban and highway EV charging stations as well as future plans.

24.   The secretary to the Working Party on Transport Trends and Economics (WP.5) introduced a new informal task force dedicated to electric mobility. This task force is intended to coordinate efforts related to EV developments and charging infrastructure. It aims

to integrate knowledge from various sectors, raise awareness, build capacity, and provide a platform for the identification of effective policies. The secretary of WP.5 extended the invitation to WP.6 members to express their interest should they wish to participate in the task force. Discussions followed during the session on this item where the delegates noted the request to include hydrogen in this analysis, the definitions and translations into French for recharging pool and station, the importance of the distinction between public and semi-public chargers and the need to use alternative data sources for this analysis.

25. The Working Party agreed to continue the EV charging infrastructure pilot questionnaire annually until the new version of the Common Questionnaire is ready to incorporate it.

VI. Data collection, methodological development and harmonization of transport statistics (agenda item 5)

A. Common questionnaire

Documents: ECE/TRANS/WP.6/2024/6

26. The Chair of the Working Party introduced the upcoming streamlining exercise for the Common Questionnaire (CQ), emphasizing that this process will be conducted in close collaboration with Eurostat and ITF. The Secretariat provided an overall report on CQ data collection for the reference year 2022, highlighting several data quality aspects that underscored the necessity for streamlining to enhance the response rate.

27. Eurostat presented a proposal to streamline the railway transport theme as set out in ECE/TRANS/WP.6/2024/6 which covered the addition of some indicators and the discontinuation of others. Discussion ensued focusing on the current use and relevance of the indicators as well as data gathering initiatives of other institutions such as UIC and the European Union Agency for Railways (ERA) and the need to reconsider the addition of some indicators.

28. The secretariat presented a proposal for streamlining the road transport theme. In the road transport infrastructure chapter, new indicators on EV charging and cycling infrastructure were introduced as well as other additions and deletions within this section as set out in ECE/TRANS/WP.6/2024/6. The secretariat also presented a proposal for streamlining the ROADVKM theme which should maintain consistency in terms of vehicle type and fuel type categorisation. The secretariat invited the Working Party to share their views on streamlining the ROADVKM theme, taking into account countries' capabilities and resources for data provision. Delegates proceeded to share their experiences in this area.

29. Eurostat presented the proposed streamlining of the inland waterways theme, as set out in ECE/TRANS/WP.6/2024/6, emphasizing the need to add some indicators and delete others. The secretariat suggested that the vessel categories by age class should not be discontinued from the point of view of environmental aspects and proposed creating a new classification to define new vessels.

B. Data collection on new mobility and active modes

Documents: ECE/TRANS/WP.6/2024/7

30. ITF presented the findings of its task force on collecting data on emerging mobility pattern, outlining significant gaps and the need for new data collection methodologies suitable for the evolving landscape of transport data. The presentation highlighted issues such as lack of national-level data collection, incompatible methods, and inconsistent reporting practices. Discussions followed on Mobile Phone Data (MPD) surveys and those employing bike traffic counting using sensors in rural areas.

31. Statistics Netherlands presented an overview of shared and active mobility in the country. They outlined the data collection efforts from the Dutch National Travel Survey,

which tracks the mobility trends of the population, including types of transport and travel purposes, along with background variables such as age, sex, equivalised income, and level of education. Additionally, they presented the dashboard of the Dutch knowledge platform CROW, which aggregates data on shared vehicles but faces limitations in accessing raw data from providers. The Netherlands is experiencing the rise in shared bicycles and the decline in shared scooters, shaped by regulatory and market changes. The presentation concluded with presenting the yearly figures of national bicycle fleet and sales of new bicycles from an external source, however the data collection methodology is unknown.

32.   The secretariat of the Transport, Health and Environment Pan-European Programme (THE PEP) informed the Working Party about the latest high-level meeting resulting in the Vienna Declaration. This declaration underscores the significance of cycling, along with the adoption of the Pan-European Cycling Promotion Masterplan and the upcoming Masterplan on Walking. Both the declaration and the masterplan emphasize the importance and challenge of gathering statistics for these modes, with the goal of doubling the number of bicycles across the region.

C.   Data collection on cycling infrastructure

Documents: ECE/TRANS/WP.6/2024/8

33.   The secretary of the UNECE Group of Experts on cycling infrastructure module (GE.5) presented cycling infrastructure data pertinent to the GE.5 interests. The presentation aimed to guide the refinement of data collection methods to better support policy-making and cycling infrastructure development, highlighting the potential benefits of a more comprehensive approach to classifying and assessing cycling routes and facilities. Emphasis was placed on the importance of standardized definitions and detailed categorization of cycling infrastructure across international, national, regional, and urban networks. Feedback from the Working Party was sought regarding the necessity of utilizing all these definitions or if it might be beneficial to simplify them. Furthermore, GE.5 proposed an expanded framework for capturing data on infrastructure characteristics, including type, surface, and route categories. This proposal is aimed at addressing the needs of different cyclist groups and improving the quality of cycling infrastructure assessments.

34.   The Chair inquired about the support available from the Working Party. The secretary of GE.5 noted that data from the eastern part of Europe is predominantly absent, particularly concerning the actual length of existing infrastructure, as opposed to planned.

35.   The presentation by DG MOVE emphasized the role of shared and active modes in making transport more sustainable, aligning with the key objectives of the European Green Deal and the 2020 Sustainable and Smart Mobility Strategy. It highlighted the goals to significantly increase cycling infrastructure and promote sustainable urban mobility under the New European Union Urban Mobility Framework and the 2024 Cycling Declaration. Current data collections, such as Eurostat's city data collection, provide only limited information on cycling infrastructure and usage. A new study, set to begin in late 2024, aims to define and collect data on cycling infrastructure and usage across the European Union to establish a baseline and monitor progress.

36.   The Working Party asked the secretariat, in collaboration with Eurostat and the ITF, to prepare a document outlining the proposed updates and streamlining of the Common Questionnaire. This document will be circulated to member States for consultations following the Working Party session. The Working Party acknowledged that implementing the streamlined Common Questionnaire in 2025 for the reference year 2024 is unrealistic due to the substantial number of proposed updates and the time required for countries to consult national stakeholders. The Working Party agreed a suitable time for a decision on the streamlined Common Questionnaire would be in parallel with the work to update the Glossary for Transport Statistics.

37.   Furthermore, the Working Party noted the significant challenges faced by many countries in collecting data on new mobility and active modes. However, the Working Party

agreed to consider including data on cycling infrastructure as part of the consultation on the streamlined Common Questionnaire.

38.   Eurostat and the ITF noted the importance of starting the work on the Glossary in parallel with the work on the Common Questionnaire with a focus on those themes of the Glossary that are of relevance to these areas of the Common Questionnaire.

VII. Innovation in transport statistics production (agenda item 6)

Documents: ECE/TRANS/WP.6/2024/4

39.   The secretariat informed the Working Party that the handbook and methodological guide on the use of mobile phone data (MPD) in transport and commuting, prepared by the UN Global Working Group on Mobile Phone Data, was released in January 2024. The handbook's link is provided, and countries were encouraged to derive benefits from its content.

40.   Positium presented the integration of MPD with other datasets to enhance public transport planning, mobility management, and cost-benefit analysis. The current challenges in transport data collection were highlighted, including integration issues across different functions and the timeliness of data collection. This platform facilitates regular and irregular data collections essential for transport authorities. The use of MPD in projects across more than fifteen countries was showcased, illustrating its capacity to significantly enhance public transport systems and infrastructure planning. The Working Party welcomed the release of the handbook and methodological guide on the use of MPD in transport and commuting.

41.   The video presentation from the Netherlands on "Regional Commodity Flows" detailed their comprehensive approach to estimating and monitoring regional commodity flows to support the transition to a circular economy. It outlined the integration of various statistical sources including trade, transport statistics, national supply and use tables, and regional accounts from 2015 to 2022, across different Dutch regions and 25 commodity groups.

42.   The United Kingdom of Great Britain and Northern Ireland presented a new national metric and planning tool aimed at enhancing local authority strategies through advanced data science applications in understanding connectivity. This tool, leveraging cloud computing, enables a comprehensive analysis of connectivity by considering various travel modes, destination types, and travel preferences. The Connectivity metric, detailed in the presentation, assesses access to a range of destinations like workplaces, shopping centres, and educational institutions, factoring in travel times and preferences from the National Travel Survey. This innovative tool allows for real-time scenario testing, helping local authorities visualize the impacts of potential changes to transport networks. The presentation highlighted the next steps, including publishing the results and potentially setting international standards for measuring connectivity, emphasizing the tool's capacity to simulate adjustments in transport services and their impact on local connectivity scores. Following discussions on this connectivity tool the Working Party noted the importance of such an analysis going forward and decided to establish an informal group of experts to develop further proposals on how to widen the use of this connectivity tool.

VIII. Statistical activities of member States (agenda item 7)

43.   Malta presented its comprehensive transport statistics along with the associated challenges, improvements, and future projects pertaining to data collection and management. The National Statistics Office of Malta compiles statistics on sea transport, air transport, and road transport. The presentation addressed the sources utilized for these statistics, primarily relying on administrative data from various Maltese authorities and agencies, with surveys being used less frequently. Significant challenges highlighted include the timeliness and completeness of data, particularly in emerging areas such as EV charging infrastructure. Despite regulatory frameworks like Alternative Fuels Infrastructure Regulation (AFIR), issues persist with data collection in this domain. Future projects outlined entail the

development of more relevant statistics through microdata linking, the maintenance of data on EV infrastructure, the integration of transport and energy statistics to align with the European Green Deal objectives, and the enhancement of the presentation and dissemination of transport statistics.

44.   Latvia presented their first experiences with data collection and methodology development for light utility vehicles (LUVs, N1). The presentation highlighted the significant role LUVs play in national freight movement. The initiative, funded by an European Union grant, aims to enhance transport statistics by collecting comprehensive data on LUV usage through a carefully designed questionnaire, distributed over two consecutive days each week to a sample drawn from multiple national databases. The data collected will contribute to better understanding urban congestion, emissions, and noise impacts, thereby informing transport policy and infrastructure planning. IEA shared information about their national data collection practices database and invited Latvia to participate, allowing other countries to learn from Latvia's experience.

45.   The Russian Federation presented an overview of man-made and technological disruptions to railway transport operations, aimed at improving management and understanding through detailed response strategies categorized by type and impact level. They discussed operational disruptions caused by external and internal factors, ranging from accidents to technical failures, and elaborated on two automated systems – KAS ANT (Comprehensive Automated System for Reliability Analysis of Technical Means) and KASAT (Comprehensive Automated System for the Analysis of Technological Violations), were highlighted. These systems are used for accounting, investigating, and analysing technical failures and operational disruptions. They assist in documenting and addressing train delays or safety breaches and standardize response protocols across various levels of railway operations.

IX.   Traffic censuses (agenda item 8)

A.   2020 E-Road and E-Rail traffic censuses

46.   The secretariat updated the Working Party on the results of the 2020 E-Road and E-Rail traffic censuses. Seventeen countries contributed data to the 2020 E-Road census, representing less than fifty per cent of the AGR[1] contracting parties. For the 2020 E-rail census, data was provided by 31 countries. Considering that there are 28 contracting parties of AGC[2] and 33 of AGTC[3], the results of the E-Rail census can be deemed satisfactory. The Secretariat reminded the Working Party about the documents containing the recommendations for the 2025 E-Road and E-Rail censuses, as approved by ITC at its eighty-sixth session. ITC also invited member States to provide the necessary data for the 2025 censuses.

47.   Eurostat presented updates on the E-rail census (Annex V ex-G of European Union regulation no. 2018/643), particularly highlighting the publication of the 2020 rail traffic maps on the TEN-T network in the Regional Yearbook 2023 and a recent Statistics Explained article entitled Characteristics of the railway network in Europe. By utilizing the Register of Infrastructure (RINF) managed by the European Union Agency for Railways (ERA), more detailed maps were generated. Furthermore, a new template for Annex V ex-G, which pertains to rail traffic flows for the reference year 2025, will be introduced, incorporating RINF standards. This aims to streamline data collection by defining network segments and their characteristics, including geographical coordinates from RINF for a better rail traffic data visualization.

48.   The secretary of the Working Party on Intermodal Transport and Logistics (WP.24) presented on the topic of data collection for intermodal transport analysis. The presentation

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[1] European Agreement on Main International Traffic Arteries.

[2] European Agreement on Main International Lines.

[3] European Agreement on Important International Combined Transport Lines and Related Installations.

focused on the significance of measuring intermodal transport to set targets and improve performance across various transport nodes, including train operations, terminal operations, and intermediate station functions. Challenges such as the unavailability of performance data and the potential strategies to overcome these, like adopting new performance indicators for rail infrastructure services, were addressed. The Russian Federation noted that intermodal rail data was also available from the Rail Commission for CIS countries. Some further, related, information on intermodal transport is also available at UIC.

49.   The representative of the Samara State University of Railway Transport presented the complexities of statistical accounting for transportation that involves several modes of transport. The presentation highlighted the importance of comprehensive coordination among all parties involved in the transport sector, from government bodies to private entities like carriers and forwarders, to enhance efficiency and legal compliance in the transport of goods and services across regional and international boundaries.

50.   The Working Party took note of the challenges faced by WP.24 in assessing intermodal transport performance due to data unavailability. The Working Party invited countries that have not yet provided the 2020 E-censuses data to do so.

B.   Countries' experience

Documents: ECE/TRANS/WP.6/2024/10

51.   Poland delivered a pre-recorded video presentation detailing its road network segmentation practices for the five-yearly general traffic census on national and voivodship roads. The 2020 census covered over 18,000 km of roads, employing video recording and automatic counting for precise traffic data across nearly 2,300 sections. Rigorous data verification ensures General Data Protection Regulation compliance and accuracy. Poland's segmentation approach ensures traffic volume uniformity and adapts to infrastructural changes while striving to maintain comparability with previous censuses. The methodology is deemed optimal, representing the best compromise between traffic census costs and the coverage and level of detail of the entire national road network.

X.   Dissemination of transport statistics by the United Nations Economic Commission for Europe (agenda item 9)

Documents: ECE/TRANS/WP.6/2024/9

52.   The secretariat informed the Working Party that the 2023 Statistics of Road Traffic Accidents have been published, with the next edition slated for release in 2025. Additionally, the forthcoming volume of the Inland Transport Statistics publication, containing data from the reference year 2022, is scheduled for release by the end of 2024. Furthermore, development is underway for the Sustainable Development Goal microsite, as requested by the Working Party during the previous session. The microsite will showcase analyses and graphical representations of transport-related Sustainable Development Goals focusing on health, infrastructure, cities, and climate, with an anticipated launch in autumn 2024.

53.   The secretariat presented a proposal for an interactive glossary aimed at supporting the evolving data requirements stemming from new transport forms and technological advancements. Transitioning from the latest PDF version of the glossary, last updated in 2019, to a more dynamic, interactive version aims to facilitate real-time updates, incorporate user-friendly features, and provide dynamic search functionalities. The new glossary will adopt a governance structure with Eurostat, ITF, and UNECE overseeing content development and updates. Furthermore, the secretariat showcased successful UNECE implementation of interactive glossaries for other codes and practices. The secretariat invited member States to participate in the task teams responsible for updating the glossary.

54.   The Working Party welcomed the publication of the 2023 Statistics of Road Traffic Accidents and looked forward to the 2025 edition, as well as the progress of the forthcoming volume of the Inland Transport Statistics publication. Additionally, the Working Party

approved the proposal to update the current glossary in parallel with the ongoing update and streamlining of the Common Questionnaire. The Working Party requested the secretariat to envisage the publication of the glossary in 2026 and to include it in the official list of publications of ITC. The Chair and the Working Party also asked the secretariat to organise a special session of the Working Party on Transport Statistics, in person, in Geneva, with interpretation and supporting documents to facilitate the updating of the Glossary.

XI. Programme of Work 2024-2026 and biennial evaluation 2022-2024 (agenda item 10)

Documents: ECE/TRANS/WP.6/2024/12

55.   The secretariat presented the Programme of Work for 2024-2026 and the biennial evaluation for 2022-2024. Over the next two years, the Working Party is expected to improve the availability and scope of transport statistical data, periodically refining the glossary, and producing outputs for transport-related Sustainable Development Goals indicators. The biennial evaluation highlighted achievements against set targets, including the engagement with member States and the dissemination of updated statistical data. The presentation outlined the role of the Working Party in harmonizing transport statistics for international comparison, promoting technical cooperation, and enhancing the integration of transport statistics with sustainable development objectives. The ambitious goal of decarbonizing inland transport by 2050 was also emphasized as a guiding objective for upcoming statistical initiatives and capacity building.

56.   The Working Party adopted its proposed Programme of Work for 2024-2026.

XII. Statistical activities of international organizations of interest to the Working Party (agenda item 11)

57.   UIC presented railway statistics regarding energy consumption and emissions. The presentation highlighted the data collection efforts on traction energy and emissions by major railway undertakings worldwide, starting from 1996 for general data and more detailed data in Europe from 2005. The presentation detailed how data on energy use, like diesel and electricity consumption by tractive stock, are collected and reported, emphasizing their application in passenger and freight train operations. Noteworthy is the introduction of the "Eco passenger" online tool, which compares energy and emissions from different transport modes. The tool reflects the ongoing efforts to enhance transparency and accessibility of environmental impact data from railway operations. The goal is to support targets for reducing specific CO_2 equivalent emissions by 50 per cent by 2030 relative to 2005 levels, aiming for a carbon-free operation by 2050.

58.   Eurostat presented its recent achievements and ongoing projects in the field of transport statistics. Key highlights included the enhanced dissemination of transport data, continued pilot surveys on light utility vehicles and inland waterway passenger transport, and the adoption of innovative data sources for transport statistics. The quality review of regulatory statistical processes has been completed and the modernization of information technology systems for statistics production is ongoing. The presentation also covered Eurostat's regulatory framework for transport statistics, which encompasses several European Union legal acts, and highlighted non-regulated statistical collections, including a new dataset on the stock of electric vehicles at the regional level. Further, Eurostat is developing experimental transport indicators through its Traffic and mobility lab project, utilizing innovative data to improve transport statistics. This initiative includes use cases such as measuring public transport efficiency and the distribution of electric vehicle charging stations, and air pollution at peak traffic times. They also touched on the use of Automatic Identification System (AIS) data in cooperation with the European Maritime Safety Agency (EMSA) to produce early estimates of maritime traffic, which have been successful and will soon be released as experimental statistics by Eurostat. The 2023 edition of the annual publication Key Figures on European Transport was briefly introduced. Lastly, an update on

the revision of the Glossary for transport statistics was discussed, highlighting a shift towards more dynamic and interactive publication formats.

59.   The Working Party took note of the information provided by UIC and Eurostat.

XIII.   Other business (agenda item 12)

60.   The secretariat noted the importance of ensuring that the international standard NST 2007 is updated on a regular basis. The Working Party asked the secretariat to prepare a document for the next session of WP.6 reviewing possible options on updating NST 2007.

A.   Date of next session

61.   The Working Party was informed that the next session is provisionally planned for 21 to 23 May 2025 at the Palais des Nations (Geneva, Switzerland). ITF noted that these dates would clash with the ITF annual summit. The secretariat mentioned the limited availability of rooms due to the ongoing renovations in the Palais des Nations but noted that it would explore possible alternative dates.

B.   Information on upcoming meetings on transport statistics

62.   The Working Party was informed about dates and locations of upcoming meetings on transport statistics in 2024 and 2025.

XIV.   Election of officers (agenda item 13)

63.   The Working Party elected the United Kingdom of Great Britain and Northern Ireland (Mr. John Wilkins) as Chair for the sessions in 2025 and 2026. Ireland (Mr. Sam Scriven) and Denmark (Mr. Peter Ottosen) were elected as vice-Chairs for 2025 and 2026.

XV.   Summary of decisions (agenda item 14)

64.   As agreed under agenda item 1, the Working Party agreed to review the entire report at the end of session rather than just the list of decisions. The Working Party adopted the report of the session as prepared by the Chair and the Vice-Chairs with the support of the secretariat.