



**EUROPEAN COMMISSION**

**EUROSTAT**

Directorate E: Sectoral and regional statistics

**Unit E-3: Transport**

**ESTAT – ITF – UNECE  
COMMON QUESTIONNAIRE ON INLAND TRANSPORT STATISTICS**

**RATIONALE FOR CQ STREAMLINING**

**5 JULY 2024**

**RAIL THEME**

## **1. THE RATIONALE BEHIND THE PROPOSALS FOR NEW AND OLD (ABANDONED) RAIL INDICATORS IN THE CQ**

### **Consistency with administrative data and new statistics**

More and more administrative data are available, in particular on the number of railway vehicles from railway vehicle registers, but without a complete information on the load or passenger capacity of these vehicles, nor on their tractive power. Other administrative data can concern infrastructure, accidents, etc.

In the European Economic Area (EEA) context, these administrative data are usually limited to the scope of EU directives on interoperability (2016/797) and safety (2016/798), which does not fit the “statistical” scope of “heavy rail”.

In parallel, the new revision of the “Nomenclature statistique des Activités économiques dans la Communauté européenne” (NACE Rev 2.1) has renamed the usual statistical “passenger rail” as “heavy” (49.11) and added “other passenger rail” (49.12) with metro, tramway, funicular and sightseeing.

In order to control the scopes for a relevant comparison with more and more new data, it is proposed to review all kinds of lines equipped with rails in a broad sense (metro, tramway, light rail urban lines, touristic train lines, funiculars, private railway lines not opened to public traffic), which have an interest *per se* and were usually excluded from our statistics.

After many discussions, we renounced to introduce the notion of “non-interoperable network in the sense of EU directive 2016/797”, which would have facilitated the reconciliation with administrative data, but was too much EU-oriented.

### **Extension of CQ to urban public transport on tracks (metro, tramway, light rail) and consistency with UNECE “Tram and Metro data” collection**

The review of all kinds of lines equipped with rails in a broad sense has also an interest *per se* for the statistics on urban public transport, which are not yet covered by the CQ or by any European regulation, but are collected [per city by UNECE, covering transport performance in terms of passengers and passenger-km](#). If the CQ collected data on metro, tramway and light rail, it would then complement this city approach by national aggregates and would add a measurement of the dedicated infrastructure.

### **Observation of new technologies**

Given that “alternative drive” to pure diesel traction and pure electricity by conductors may shift to cleaner fuels, four kinds of “alternative drive” can be distinguished *a priori*: dual mode diesel and electric conductors / hybrid diesel-battery / full electric – conductors and battery / hydrogen.

So far, the first and the third modes are implicitly included in “electric” while the second is implicitly classified in “diesel” (glossary for transport statistics, item A.II-07). There is no guidance on hydrogen, that is conceptually closer to “electric”.

The naming of the “alternative drive” types listed above may need to be modified and the availability of information on the type of energy in vehicle registers and/or national databases may be an eventual source of information.

## **Other additions**

It is proposed to isolate the number of shunters or “shunting engines”, which are included in “locomotives” and may be of interest, especially for the analysis of traffic by source of power.

## **Consistency with ITF “Transport Infrastructure Spending” survey**

As for the other modes, we propose a strict alignment on ITF questionnaire on “[Transport Infrastructure Investment and Maintenance Spending](#)”. The slight change consists in “financed by Public Administrations” for the maintenance expenditures.

## **Withdrawal of poorly filled-in and/or less useful indicators**

Data on hauled vehicle movements (measured in gross tonne-kilometres) are provided by 11 countries in average. The main argument for withdrawal is statisticians do not need gross tonne-kilometres (used by Infrastructure Managers to invoice the Railway Undertakings) as an intermediate indicator between train-km and passenger-km or tkm.

We consider the numbers of railway vehicles are more important than their tractive power or capacity. It is very unlikely that countries would be able to provide consistent figures on tractive power or capacity with the numbers provided by administrative registers, as there is a significant difference in scope.

## **Number of indicators after proposals are implemented**

The current CQ collects 173 indicators in RAIL theme. The proposed additions would concern 38 indicators, half because of the extension of some chapters to light rail, half because of the introduction of alternative drives. The proposed withdrawals concern 43 indicators, half on the hauled vehicle movements in gross tonne-kilometres. The proposed CQ would therefore collect 168 indicators in the RAIL theme (-5).

*Table 1: schematic changes proposed to CQ RAIL theme*

<b>Chapter</b>	<b>Labels</b>	<b>Rationale</b>
Infrastructure	Intermediate high speed lines (200 km/h =< maximum speed allowed < 250 km/h)	The wording and the definition have to change a bit (more an issue for the glossary)
Infrastructure	Metro, tramway, light rail (with breakdown)	Complete review (light rail), observation of urban public transport
Infrastructure	Touristic train lines	Complete review (light rail)
Infrastructure	Funicular lines	
Infrastructure	Private lines not opened to public traffic	Complete review
Equipment	Railcars and driven bodies rather than railcars, multiple unit sets rather than trainsets	The wording is aligned on UC (more an issue for the glossary)
Equipment	Alternative drive, breakdown	New technologies, Green Deal
Equipment	Of which shunters (shunting engines)	Good to know their detail within locomotives (not to be counted in train-km)
Equipment	<del>Tractive power / capacity</del>	Less interesting than numbers, could not come easily from administrative registers
Economic performance	Slight changes in the sources of financing	Alignment on ITF survey
Traffic	2 totals by type of tractive vehicles	Added, as they were conceptually missing
Traffic	Train-km on railway lines by alternative drive	In consistency with equipment (shunters excluded)
Traffic	<del>Hauled vehicle movements</del>	Poor completion and statistical interest
Transport measurement	Passenger and passenger-km in Metro, tramway, etc.	Observation of urban public transport, consistently with UNECE data collection