



TAKING AMBITIOUS CLIMATE ACTION

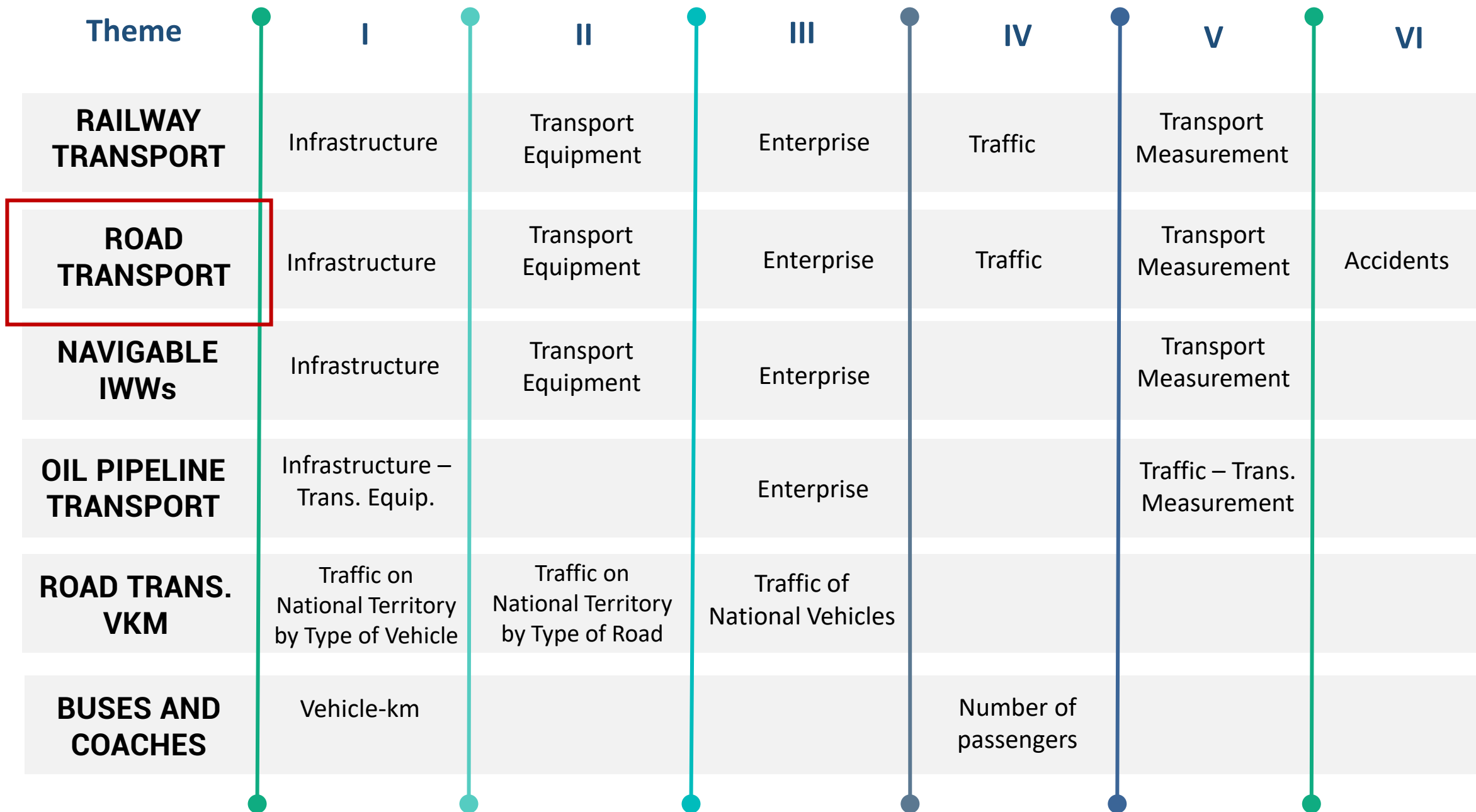
Decarbonising
inland transport
by 2050



UNECE


Common Questionnaire – Streamlining Road Transport

Fadhah Achmadi, Secretary, WP.6



Theme	I	II	III	IV	V	VI
RAILWAY TRANSPORT	Infrastructure	Transport Equipment	Enterprise	Traffic	Transport Measurement	
ROAD TRANSPORT	Infrastructure	Transport Equipment	Enterprise	Traffic	Transport Measurement	Accidents
NAVIGABLE IWWs	Infrastructure	Transport Equipment	Enterprise		Transport Measurement	
OIL PIPELINE TRANSPORT	Infrastructure – Trans. Equip.		Enterprise		Traffic – Trans. Measurement	
ROAD TRANS. VKM	Traffic on National Territory by Type of Vehicle	Traffic on National Territory by Type of Road	Traffic of National Vehicles			
BUSES AND COACHES	Vehicle-km			Number of passengers		

Road Transport Infrastructure

- 
- **16 new indicators on EV charging infrastructure**
 - **4 new indicators on cycling infrastructure**
 - National cycling infrastructure/Length at 31.12 (km)/Total
 - National cycling infrastructure/Length at 31.12 (km)/By category/Cycle lanes
 - National cycling infrastructure/Length at 31.12 (km)/By category/Cycle tracks, urban
 - National cycling infrastructure/Length at 31.12 (km)/By category/ Cycle tracks, peri-urban and not urban

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Road Transport Equipment

12 additional indicators on special purpose vehicles

in line with UN Consolidated Resolution on the construction of vehicles (R.E.3)

Number of Passenger cars and new (M1)/Number at 31.12 (Unit)/Total = 4

Of which camper vans and motor homes at 31.12 (Unit)

Of which ambulances and other special purpose passenger cars at 31.12 (Unit)

Number of Motor coaches, buses, trolley buses, mini buses and mini coaches and new (M2-M3)/Number at 31.12 (Unit)/Total = 2

Of which special purpose vehicles (M2-M3) at 31.12 (Unit)

Number of Light Utility Vehicles and new (N1)/Number at 31.12 (Unit)/Total = 2

Of which light special purpose vehicles (N1) at 31.12 (Unit)

Number of Lorries and new (excluding light utility vehicles - LUV)/Number at 31.12 (Unit)/Total = 2

Of which special purpose vehicles (N2-N3) at 31.12 (Unit)

Road Transport Equipment

4 additional indicators on vehicles used by businesses, for hire or reward

Interest for ROADVKM and other studies

Passenger cars (M1)/Number at 31.12 (Unit)/Total

Of which passenger cars (M1) used by businesses

Light Utility Vehicles (N1)/Number at 31.12 (Unit)/Total

Of which light utility vehicles (N1) used by businesses

Lorries (excluding light utility vehicles - LUV)/Number at 31.12 (Unit)/Total

Of which lorries (excluding light utility vehicles – LUV) for hire or reward

Road tractors/Number at 31.12 (Unit)/Total

Of which road tractors for hire or reward

Road Transport Equipment

Additional fuel types under mopeds and motorcycles

WP.6 74th session

- Highlighted the need to reclassify road vehicle fleet by fuel type, emphasizing EVs
- The reclassification should include electric mopeds and other vehicle types

Label

Mopeds (L1-L2)/Number at 31.12 (Unit)/Total

Mopeds (L1-L2)/Number at 31.12 (Unit)/By vehicle technology/~~Petrol~~ Fossil Fuel

Mopeds (L1-L2)/Number at 31.12 (Unit)/By vehicle technology/~~Others~~ Zero emission

Mopeds (L1-L2)/Number at 31.12 (Unit)/By vehicle technology/ Other alternative fuels

Motorcycles and similar (L3-L7)/Number at 31.12 (Unit)/Total

Motorcycles and similar (L3-L7)/Number at 31.12 (Unit)/By size of engine/125 cc or less

Motorcycles and similar (L3-L7)/Number at 31.12 (Unit)/By size of engine/Exceeding 125 cc

Motorcycles and similar (L3-L7)/Number at 31.12 (Unit)/By vehicle technology/~~Petrol~~ Fossil Fuel

Motorcycles and similar (L3-L7)/Number at 31.12 (Unit)/By vehicle technology/~~Others~~ Zero emission

Motorcycles and similar (L3-L7)/Number at 31.12 (Unit)/By vehicle technology/ Other alternative fuels

Road Transport Equipment

26 additional indicators on types of motor energy

	Passenger cars (M1)	Buses, motor coaches (M2 + M3)	Light utility vehicles (N1)	Lorries	Road tractors
Plug-in hybrid petrol-electric			<ul style="list-style-type: none"> Total fleet new registration 	<ul style="list-style-type: none"> Total fleet new registration 	
Plug-in hybrid diesel-electric			<ul style="list-style-type: none"> Total fleet new registration 	<ul style="list-style-type: none"> Total fleet new registration 	<ul style="list-style-type: none"> Total fleet new registration
Hydrogen and fuel cells			<ul style="list-style-type: none"> Total fleet New registration 	<ul style="list-style-type: none"> Total fleet New registration 	<ul style="list-style-type: none"> Total fleet New registration
Renewable fuels	<ul style="list-style-type: none"> Total fleet New registration 	<ul style="list-style-type: none"> Total fleet New registration 	<ul style="list-style-type: none"> Total fleet New registration 	<ul style="list-style-type: none"> Total fleet New registration 	<ul style="list-style-type: none"> Total fleet New registration

Road Transport Equipment

56 discontinued indicators (poor response rates, streamlined)

- Breakdown of **motor coaches, buses, trolley buses, mini buses and mini coaches (M2-M3)** – total fleet + new = **8**
- **Special purpose vehicles** – total fleet + new = **2**
- **Bioethanol, biodiesel, and bi-fuel vehicles** – total fleet + new = **14**
- **Load capacity of lorries, semi trailers, and trailers** – total fleet + new = **32**

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Enterprise Economic Performance and Employment

2 additional indicators, 3 discontinued indicators

Poor response rates

~~Investment and maintenance in road transport vehicles in goods road transport enterprises (GRTE)/Million national currency; current prices/Expenditures in road transport vehicles - Total~~

~~By expenditure type/Investment in road transport vehicles~~

~~By expenditure type/Investment in road transport vehicles~~

Investment and maintenance in road infrastructure/Million national currency; current prices/Expenditure in road infrastructure - Total

Investment and maintenance in road infrastructure/Million national currency; current prices/Expenditure in road infrastructure - Total/By expenditure type/Investment in road infrastructure (all sources of financing)

Of which investment in motorways (all sources of financing)

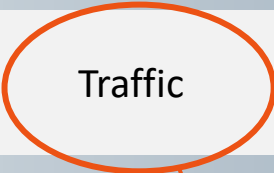
Investment and maintenance in road infrastructure/Million national currency; current prices/Expenditure in road infrastructure - Total/By expenditure type/Maintenance in road infrastructure financed by Public Administrations

Of which maintenance in motorways financed by Public Administrations

Alignment with ITF's infrastructure investment questionnaire

Proposal to Delete Road Traffic Chapter

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Road Transport Theme VS ROADVKM Theme



10 discontinued indicators

Road Traffic Chapter

Motor vehicles movements on national territory – all vehicles – irrespective of country of registration **(Vehicle-km)**

Motor vehicles movements on national territory – vehicles registered in the reporting country **(Vehicle-km)**

VS

ROADVKM Theme

National and foreign vehicles on national territory **(Vehicle-km)** by type of vehicle

National vehicles on national territory **(Vehicle-km)** by type of vehicle

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Transport Measurement

8 discontinued indicators (poor response rates and lack of dissemination)

Goods transport by vehicles registered in the reporting country/Tonnes carried (1000)/By maximum permissible weight (MPW category) of goods road motor vehicle/

~~3501 kg – 7500 kg~~

~~7501 kg – 12000 kg~~

~~12001 kg – 40000 kg~~

~~Over 40000 kg~~

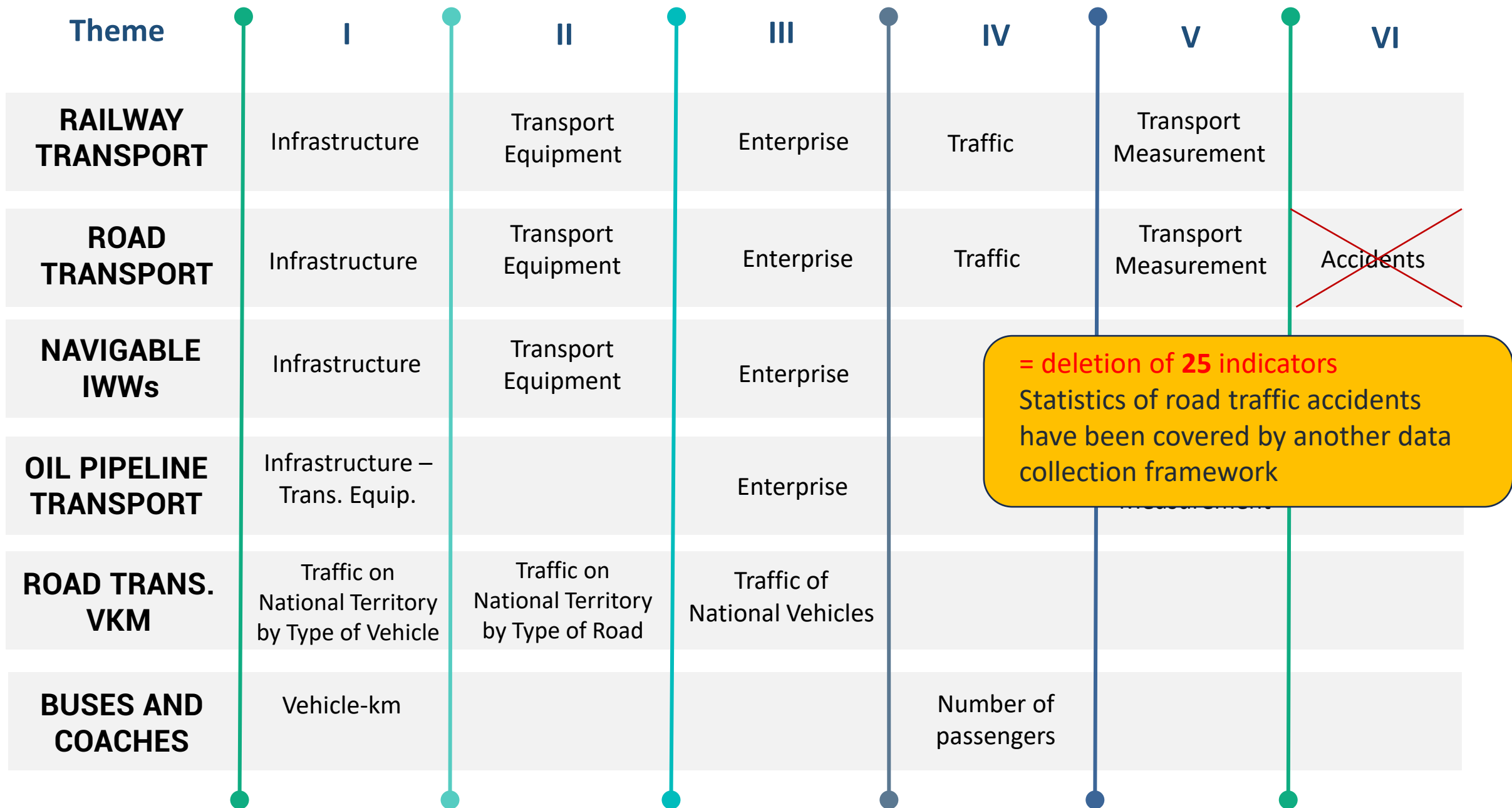
Goods transport by vehicles registered in the reporting country/Tonnes-km (Mio)/By maximum permissible weight (MPW category) of goods road motor vehicle/

~~3501 kg – 7500 kg~~

~~7501 kg – 12000 kg~~

~~12001 kg – 40000 kg~~

~~Over 40000 kg~~



Conclusion



- The current CQ collects 362 indicators in ROAD TRANSPORT theme
- 60 proposed new/additional indicators
- 75 discontinued indicators
- Reduction of 15 indicators in total → not many but more structured



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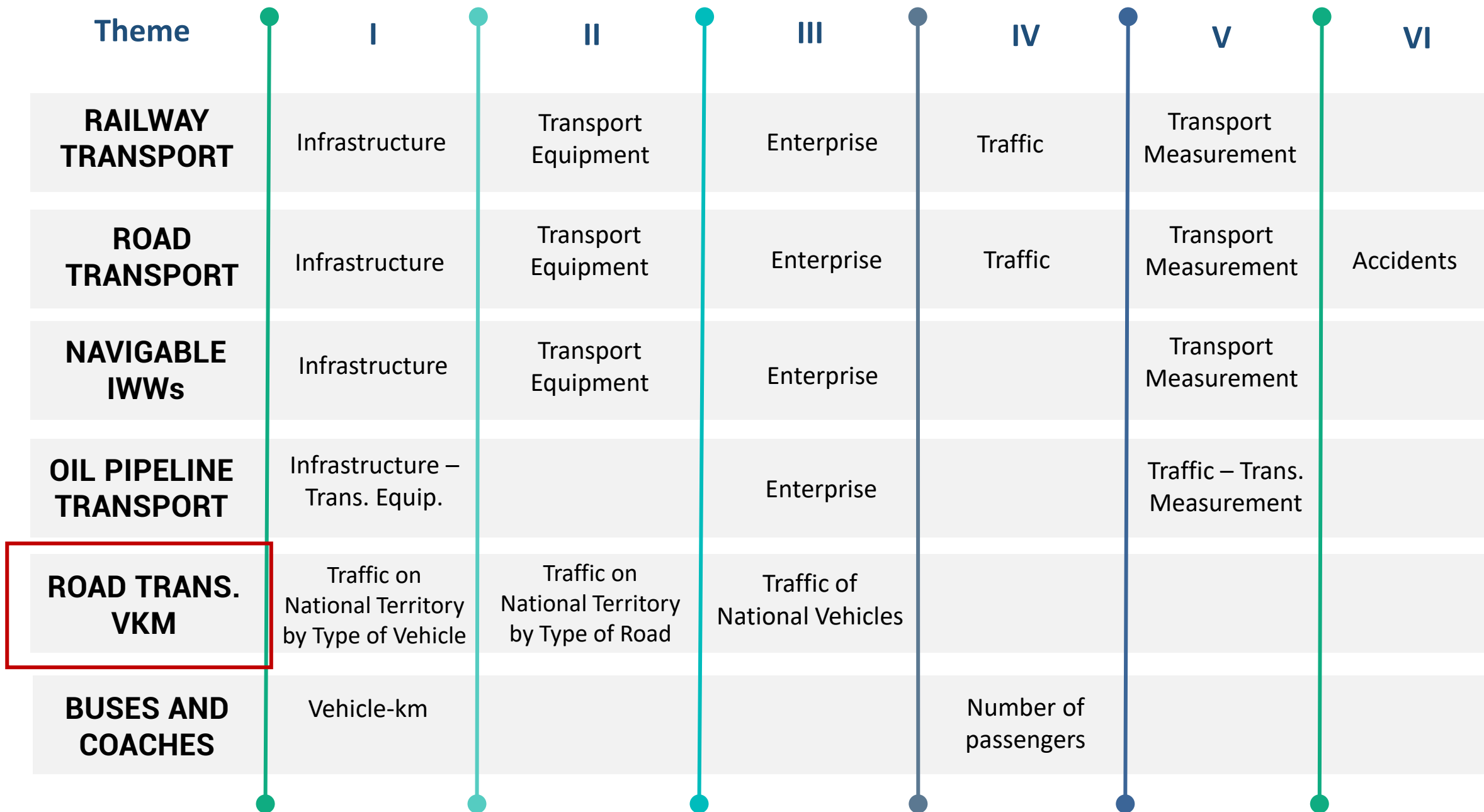
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Common Questionnaire – Road Transport VKM

Fadhiah Achmadi, Secretary, WP.6



Why Streamlining ROADVKM Theme (1)?

		RAIL					ROAD					IWW				OIL			ROADVKM			BUSES			
		I	II	III	IV	V	I	II	III	IV	V	VII	I	II	III	V	I	III	V	I	II	III	I	IV	
AL	2022	100%	53%	40%	56%	65%	60%	47%	50%	0%	0%	80%													
AT	2022	92%	44%	40%	65%	35%	60%	99%	0%	0%	58%	100%	9%	0%	0%	42%	0%	0%	3%						
BE	2022	46%	0%	10%	12%	12%	0%	38%	0%	0%	0%	100%	0%	70%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	
BG	2022	94%	0%	40%	0%	45%	80%	28%	0%	60%	66%	92%	18%	72%	0%	45%	100%	0%	40%	20%	9%	2%	45%	50%	
BH	2022	100%	79%	20%	51%	70%	50%	97%	0%	0%	0%	12%													
BY	2022	15%	0%	10%	0%	0%							9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
CA	2022						0%	6%	0%	0%	0%	0%					0%	33%	26%				0%	4%	
CH	2022	92%	0%	40%	7%	60%	60%	97%	0%	70%	91%	100%	27%	10%	0%	54%	50%	0%	40%	18%	0%	0%	9%	9%	
CY	2022						70%	83%	0%	0%	50%	64%													
CZ	2022	100%	76%	70%	92%	85%	80%	35%	50%	10%	69%	100%	100%	59%	50%	78%	100%	100%	100%	1%	4%	97%	0%	63%	
DE	2022	100%	0%	20%	0%	0%	50%	77%	50%	50%	94%	96%	100%	18%	33%	100%	50%	33%	40%	0%	0%	31%	54%	36%	
DK	2022	92%	58%	70%	7%	45%	60%	50%	50%	50%	77%	96%				50%	0%	100%	31%	0%	0%	9%	4%		
ES	2022	100%	100%	100%	100%	35%	0%	99%	0%	0%	83%	88%										0%	22%		
EE	2022	100%	86%	50%	17%	60%	80%	78%	16%	50%	75%	8%							9%	18%	2%	81%	81%		
FI	2022	100%	0%	70%	100%	45%	0%	99%	0%	50%	83%	100%	0%	100%	0%	18%			16%	27%	1%				
FR	2022	100%	37%	0%	7%	55%	50%	88%	0%	80%	94%	88%	27%	78%	0%	78%	0%	0%	20%	18%	4%	92%	9%	4%	
GB	2022	58%	0%	70%	9%	12%	50%	62%	0%	50%	83%	100%	100%	0%	0%	36%			14%	52%	0%	27%	27%		
GE	2022	84%	34%	10%	0%	30%	0%	28%	0%	0%	11%	40%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	9%		
GR	2022	100%	100%	40%	17%	45%	10%	12%	0%	0%	0%	12%					100%	0%	73%						
HR	2022	100%	100%	100%	60%	100%	80%	74%	50%	50%	94%	88%	100%	100%	50%	78%	50%	0%	100%	9%	10%	0%	27%	59%	
HU	2022	100%	67%	10%	0%	55%	100%	83%	50%	50%	88%	100%	100%	40%	50%	69%	50%	0%	100%	20%	76%	0%	27%	81%	
IE	2022	100%	0%	0%	0%	0%	50%	68%	0%	100%	61%	100%							37%	10%	23%	45%	22%		
IS	2022						20%	2%	0%	0%	0%	0%													
IT	2022	100%	0%	0%	7%	50%	0%	66%	0%	10%	61%	100%	27%	2%	0%	0%	100%	0%	13%	3%	3%	0%	36%	36%	
LI	2022						100%	94%	0%	0%	0%	12%													
LT	2022	100%	95%	80%	97%	75%	100%	98%	66%	40%	91%	92%	27%	72%	100%	69%	100%	100%	100%	25%	12%	32%	63%	63%	
LU	2022	100%	53%	40%	7%	45%	40%	67%	0%	0%	0%	100%	100%	0%	0%	0%									
LV	2022	100%	79%	100%	95%	85%	100%	98%	50%	50%	88%	100%					100%	100%	100%	42%	0%	87%	36%	36%	
MD	2022	94%	72%	20%	14%	37%	70%	36%	0%	0%	47%	12%	18%	18%	0%	30%									
MK	2022	100%	79%	30%	63%	50%	80%	21%	33%	80%	97%	88%					50%	0%	6%	5%	24%	2%	72%	72%	
MT	2022						0%	92%	50%	40%	0%	64%								40%	0%	97%	36%	13%	
ME	2022	94%	0%	0%	0%	25%	60%	40%	0%	0%	0%	0%													
NL	2022	64%	0%	100%	7%	70%	70%	78%	66%	90%	88%	24%	27%	45%	66%	87%	50%	0%	20%	61%	15%	20%	36%	0%	
NO	2022	74%	0%	40%	17%	60%	80%	97%	0%	30%	83%	0%					100%	100%	3%	77%	76%	73%	36%	27%	
PL	2022	100%	69%	100%	90%	85%	90%	70%	0%	0%	83%	88%	63%	70%	0%	78%	100%	0%	73%						
PT	2022	71%	55%	80%	48%	75%	30%	77%	0%	20%	86%	80%					100%	100%	100%	7%	0%	7%	63%	63%	
RU	2022	100%	76%	0%	9%	75%	60%	68%	0%	50%	63%	88%	27%	100%	0%	78%	100%	0%	53%	14%	36%	0%	0%	81%	
RS	2022	100%	44%	40%	53%	50%	70%	5%	0%	0%	0%	0%	27%	100%	0%	51%	100%	0%	30%				9%	27%	
SK	2022	92%	83%	60%	63%	75%	60%	8%	50%	30%	63%	60%	27%	100%	50%	66%	50%	0%	0%	0%	0%	0%	0%	63%	
SI	2022	100%	100%	100%	100%	100%	90%	38%	0%	100%	63%	0%								46%	41%	49%	27%	27%	
SE	2022	76%	62%	70%	46%	60%	100%	96%	50%	50%	77%	100%	0%	0%	0%	36%				9%	0%	68%	9%	9%	
TR	2022	92%	0%	0%	0%	0%	70%	86%	0%	0%	5%	68%													
US	2022						0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%

Low completion rate of ROADVKM Theme

Why Streamlining ROADVKM Theme (2)?

Consistency with the **type of vehicle** in the streamlined ROAD TRANSPORT theme

Current Categorisation

- L1-L7: Motorcycles and mopeds
- M1: Passenger cars
- M2 + M3: Buses, motor coaches, etc
- N1: Goods vehicles up to 3.5 t MPW
- N2: Goods vehicles > 3.5 t – 6 t MPW
- N3: Goods vehicles > 6 t MPW
- T5: Road tractors

Proposed Streamlining

- L2/L2/L6: Mopeds and light 3- and 4-wheelers
- L3/L4/L5/L7: Motorcycles, tri-cycles and quads
- M1: Passenger cars
- M2 + M3: Buses, motor coaches, etc
- N1: Goods vehicles up to 3.5 t MPW
- N2 + N3: Goods vehicles > 3.5 t MPW
- T5: Road tractors

Why Streamlining ROADVKM Theme (3)?

Consistency with the **type of fuel** in the streamlined ROAD TRANSPORT theme

Current Categorization

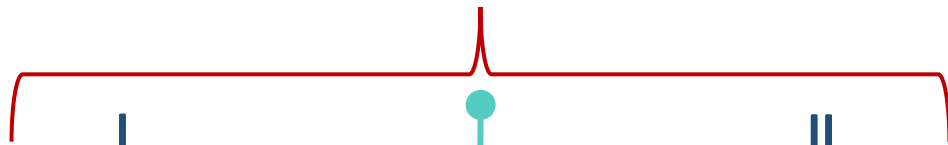
- Petrol
- Diesel
- LPG
- CNG
- Bi-Fuel Petrol-LPG
- Bi-Fuel Petrol-CNG
- Petrol-hybrid
- Diesel-hybrid
- Pure electric
- Flex-fuel
- Other fuel
- Unknown

Proposed Streamlining

- Fossil fuel
 - Zero emission
 - Other alternative fuel
 - Petrol excl. hybrids
 - Petrol-hybrid
 - Plug-in Petrol-hybrid
 - Diesel excl. hybrids
 - Diesel-hybrid
 - Plug-in Diesel-hybrid
 - Battery-electric
 - Hydrogen and fuel cells
 - LPG incl. bi-fuel with LPG
 - Natural gas incl. bi-fuel with NG
 - Biofuels
 - Other fuels and unknown
- Mopeds, Light 3- & 4-W, Motorcycles, tri-cycles and quads
- Hybrid?
- Plug-in hybrid?
-

National and foreign vehicles

Theme



**ROAD TRANS.
VKM**

**Traffic on National Territory
by Type of Vehicle**

**Traffic on National Territory
by Type of Road**

Traffic of National Vehicles

- Motorways
- Other roads
 - Roads inside built-up areas
 - Roads outside built-up areas

Type of Vehicle x Type of Fuel x Age of Vehicles

Vehicle categories by fuel type	Age of vehicle (years)					Total
	< 2	2 < 5	5 < 10	10 < 20	> = 20	
L1/L2/L3/L4/L5/L6/L7: Motorcycles and mopeds						
M1: Passenger cars						
<ul style="list-style-type: none"> • 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						
<ul style="list-style-type: none"> • Diesel • Diesel-hybrid • LPG • CNG • Pure electric • Other fuel 						

- Resulting in a high number of indicators, but are they useful for policy makers?
- Any inputs on how to streamline this theme?



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Thank you!

Fadhah Achmadi
Secretary, WP.6

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Date 25 | 04 | 2024, Geneva