



Common Questionnaire on inland transport statistics: What's new?

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Content

- **What's very new: CQ 2021 data collection has been launched**
- **What's new since WEBCOQ in IT perspective: CircaBC, EDAMIS, STRUVAL, CONVAL**
- **What's new in European Green Deal perspective: types of motor energy**
- **What's under development: external consistency of CQ data with data from other European or international organisations (EAFO, ERA...)**
- **What could happen in coming years: streamlining**

CQ 2021 data collection: just launched



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NOTE FOR THE ATTENTION OF TRANSPORT STATISTICS CONTACTS

Subject: Eurostat/ITF/UNECE Common Questionnaire for Inland Transport Statistics - Data collection for reference year 2021

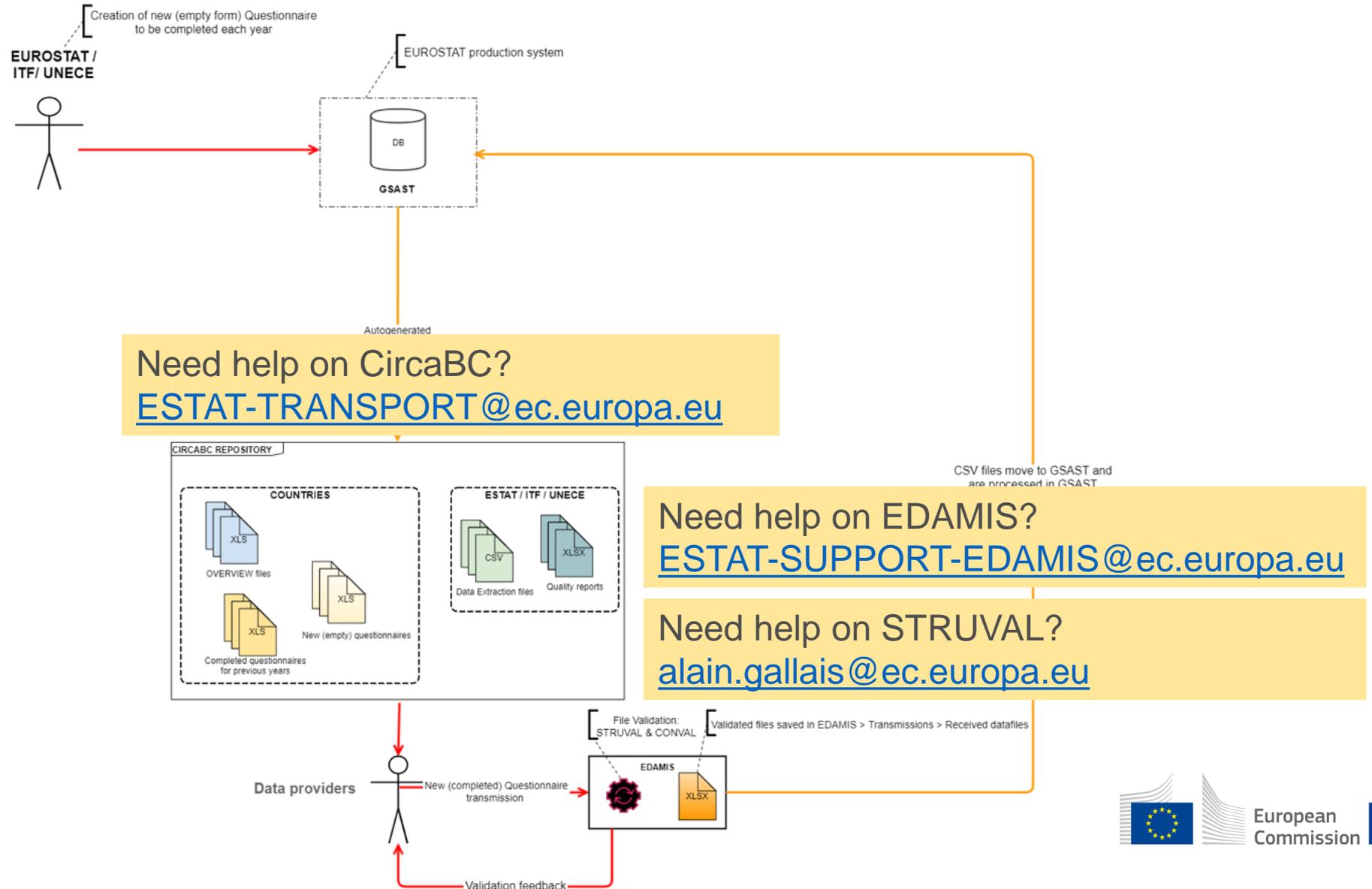
Dear Colleagues,

Eurostat, the ITF and UNECE have the pleasure to launch the 2021 (reference year) data collection for the Common Questionnaire for Inland Transport Statistics (CQ).

We would appreciate if you could provide CQ data by **Friday 16 December 2022 at the latest**. Please do not forget to complement your data with flags and/or footnotes, if necessary.

From WEBCOQ to a new IT system for CQ

- You will deal with:
- EU Login;
 - then CircaBC;
 - then EDAMIS;
 - then STRUVAL and CONVAL validation reports;
 - then quality reports issued from GSAST and sent by Eurostat, ITF or UNECE



The European Green Deal and the need for more accurate data by motor energy

- Especially on ROAD / Equipment, we are now focusing not only on petrol vs. Diesel, but on **Battery-only Electric Vehicles (BEV) + Hydrogen and Fuel Cell Vehicles (FCEV) = Zero Emission Vehicles (when driving)**, on **Plug-In Hybrid Vehicles (PHEV)**, and at a later stage on natural gas or liquefied petrol vehicles (*i.e.* on all alternative fuels)
- EU or international totals are consistent and meaningful only if all countries provide these indicators AND if they all respect the concepts as these are described in the [*Glossary for transport statistics*](#) (some issues in road transport equipment).

Consistency of CQ data with other sources

- We intend to develop external consistency checks, for a global quality assessment (internal consistency, time consistency, external consistency).
- Since CQ 2020, we have been comparing the EU and EFTA figures of Common Questionnaire with these of the [European Alternative Fuels Observatory](#).
- A general comparison of RAIL statistics between Common Questionnaire, European regulation n° 2018/643 on railway transport statistics, and the [European Railways Agency](#) is under development.
- To be continued

Possible streamlining in 2024?

Eurostat, the ITF and UNECE discuss another streamlining exercise to reduce reporting burden. Some thoughts:

- Pilot surveys on ROADVKM and BUSES are now integral parts of Common Questionnaire. Merging them with ROAD, in one questionnaire could spare some repetitions (traffic of buses and coaches...)
- Some indicators are poorly reported. Perhaps they are too detailed, not very relevant or there are not currently enough data sources.
- Some indicators are correctly reported, but their use is perhaps no longer meaningful. For example, are we still interested in the unit hauled gross tonne-kilometre, when carried tonne-kilometre is well developed?

Each theme should be reviewed and the input of countries is welcome.

Thank you

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