



Streamlining of the Eurostat/ITF/UNECE Common Questionnaire on inland transport statistics

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Overview

1. A ~5 or ~7 yearly exercise.
2. **Additions** for the purpose of covering:
 1. Alternative fuels;
 2. Non-motorised transport;
 3. IWW transport of passengers
3. **Rationalisation** in the context of:
 1. ROAD and ROADVKM with improved terminology;
 2. Streamlining request for data with available administrative information;
 3. Covering in the CQ other data collected by Eurostat, ITF and UNECE (currently not common to all 3 organisations)
4. **Deletions** of less relevant and poorly filled in data


1. Next streamlining: CQ 2024 in 2025

- Last streamlining exercises were made on CQ 2008, 2013 (important) and 2019.
- A detailed presentation of draft streamlined CQ-RAIL and CQ-IWW (at least) is planned for the upcoming WP6 meeting in Geneva.
- Some of the variables proposed will be also discussed with participant countries to Eurostat's TF "odometer readings for CQ-ROADVKM" (CQ-ROADVKM chapter III).
- The revision of the "glossary for transport statistics" should be finalised by summer 2025.
- The countries will be consulted on all these issues in upcoming meetings and written consultations.

2. Additions

- Alternative fuels.
 - Road infrastructure, EV charging stations: see next presentation;
 - Rail, IWW: should try to measure the fleet
- Non-motorised transport: see next presentation.
- IWW transport of passengers: length of infrastructure, number of vessels by type, number of passengers by type of journey.

3. Rationalisation of the kinds of vehicles

- The [AFIR EU Regulation 2023/1804](#) mentions the “light duty vehicles” (M1+N1) and the “heavy duty vehicles” (M2+M3+N2+N3).
 - ROAD and ROADVKM were not fully aligned (motorcycles and mopeds; special purpose vehicles; “other motorized vehicles”).
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- The kinds of vehicles should stick to the UN Consolidated Resolution on the Construction of Vehicles (R.E.3.).
 - Mopeds (usually no technical inspection) apart of motorcycles, no identification of the special purpose vehicles, no coverage of “other motorized vehicles”.

3. Rationalisation of the types of motor energy

- In the AFIR targets, plug-in hybrid vehicles should be added to battery electric vehicles with respective coefficients 0.8 and 1.3 (kW).
- The AFIR defines 3 sub-sets of “alternative fuels”:
 - **Zero-emission** (battery-electric + hydrogen and fuel cells)
 - **Renewable** fuels (bioethanol and biodiesel)
 - non-renewable alternative fuels and **transitional fossil** fuels (LPG, CNG...).
- ROAD and ROADVKM were not fully aligned (bi-fuel, flex-fuel, hydrogen,)
- Plug-in hybrids should be systematically distinguished from other hybrids.
- These 3 sub-sets should be systematically covered.
- Same lists of motor energy, with same labels between ROAD and ROADVKM.

3. Rationalisation with statistics and databases managed by EU agencies

■ RAIL

- Determination of the common scope with ERA (“under interoperability and safety directives”) and above all of the discrepancy (“out of interoperability and safety directives”);
- Direct use of the European Vehicle Register (EVR);
- Use of the Register of Infrastructure (RINF).

■ IWW

- Possible future use of the European Hull DataBase (EHDB) in project for the number of vessels.

3. Rationalisation with other surveys managed by Eurostat, ITF and UNECE

- Eurostat
 - Examining interaction with the Light utility vehicles (LUV) surveys definitions: distinction of households / businesses as users
- ITF
 - Alignment on the “Transport Infrastructure Spending” survey?
- UNECE
 - Collection at national level of the “Tram and Metro data” by city?

4. Proposed deletions

- RAIL

- Hauled vehicle movements measured in gross tonne-kilometres?
- National transport by distance class?

- ROAD

- Chapter "traffic" theoretically redundant with ROADVKM;
- Load capacity (most often poorly or wrongly filled in);
- Sub-categories within "buses, motor coaches, trolleybuses, minibuses and mini-coaches"?

- IWW

- Age of vessels?

Thank you

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