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**Economic Commission for Europe****Inland Transport Committee****Working Party on Transport Statistics****Sixty-ninth session**

Geneva, 12-14 June 2018

Item 4 (a) of the provisional agenda

**Data collection, methodological development and  
harmonization of transport statistics:****Glossary for Transport Statistics****Updating the Glossary for Transport Statistics: Process  
Undertaken****Note by the secretariat\*****I. Background**

1. The Glossary for Transport Statistics is a joint publication of the United Nations Economic Commission for Europe (UNECE), the International Transport Forum (ITF) and the Statistical Office of the European Union (Eurostat). It is a key reference document for transport statistics collection and production. The fourth edition was published in 2009 and the Working Party noted in recent sessions that a new edition is needed to reflect developments in transportation.

2. At its sixty-eighth session in 2017, the Working Party decided to establish an informal Group of Experts of member States and international organisations, as a discussion forum to provide input and suggest amendments for the new edition of the Glossary. The Group's Terms of Reference can be found in ECE/TRANS/WP.6/2017/1, as endorsed by the Working Party at the sixty-eighth session. This document expands upon the Terms of Reference and describes activities undertaken since the last session of the Working Party, step by step.

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\* The present report was submitted after the deadline in order to reflect the most recent information.

3. At the sixty-eighth session, some of the proposed amendments were mentioned, such as:
  - (a) adding a section on maritime accidents;
  - (b) improving the global scope of the Glossary;
  - (c) introducing new sections on the environmental impact of transport and passenger mobility;
  - (d) improving the consistency of definitions across modes, where possible;
  - (e) reviewing all existing definitions in the glossary to remove mistakes and redundancy, and to ensure definitions reflect the reality of statistics collected by member States.
4. These overarching ideas were all considered during the work of the group.

#### **Documentation**

ECE/TRANS/WP.6/173, ECE/TRANS/WP.6/2017/1

## **II. Activities Undertaken**

5. In the first week of July 2017 the secretariat sent out a call for nominations, and to ask stakeholders to conduct their own review of the Glossary to see what might be added or edited. This invitation was sent to all ECE member States, in addition to relevant international organisations. The invitation was sent to UNECE's primary transport statistics contacts in each member State and international organisation, but encouraged them to contact all relevant experts within their organisation (or elsewhere in their national administration) so that subject matter specialists would be able to contribute as necessary. In addition to ECE member States, Eurostat and the ITF contacted their own stakeholders separately.
6. Sixteen different member States (with one or sometimes multiple different contacts) and several international organisations indicated that they would be able to participate in some form. Member States indicating their desire for involvement were Austria, Canada, Czechia, Ireland, Finland, France, Greece, Latvia, Norway, Russian Federation, Serbia, Spain, Sweden, Switzerland, Turkey and the United Kingdom of the Great Britain and Northern Ireland. International organisations that responded positively were the International Road Federation, the European Union Agency for Railways (ERA), Sava River Basin Commission, International Union of Railways, European Commission Directorate for Mobility and Transport (DG-MOVE), Central Commission for navigation on the Rhine (CCNR), Danube Commission, and the European Maritime Safety Agency (EMSA) (in addition to the three author agencies).
7. A conference call was arranged for September 2017 to discuss the process and how the Group of Experts would conduct its work. At this point it was agreed that, to keep discussions relevant and on-topic, work would be organised by transport mode, and that modal coordinators from member States would be chosen to oversee the work.
8. The secretariat established a wiki page to facilitate discussions of new content and modifications, allowing all contributions to be published in the same place.
9. In December 2017 the modal coordinators had been chosen as followed: Canada for rail transport; Norway for maritime transport; Spain for air transport; and Sweden for road transport. These modal coordinators encouraged experts who had not yet submitted

comments to do so by the end of January 2018. This deadline was subsequently extended to mid-February to allow final comments.

10. All proposed changes up until this point were made available for group experts to consider, and these were discussed line-by-line in a 2-day meeting held at ITF headquarters in Paris 22 and 23 March 2018. The meeting was facilitated by a consolidated list of proposed changes organised by transport mode. To ensure that those experts not able to attend the meeting in person had the chance to contribute, this consolidated list was disseminated to the entire group of experts on 1 March for their comments and posted on the wiki page at the same time.

11. The meeting was attended by two of the modal coordinators (Sweden in-person and Norway via video conference). In addition, Eurostat, ITF, UNECE, ERA, EMSA and DG-MOVE attended the meeting, in addition to consultants commissioned to facilitate the update process.

12. Given the large number of proposed changes, the complexity of items discussed and time limitations, not every definition could be reviewed during this meeting. Discussions continued remotely on matters relating to rail transport, maritime transport and inland waterway transport in the weeks following the meeting. Further to the aforementioned, member States and international organisations, the rail modal coordinator Canada was able to join the follow-up meeting on the rail chapter, and CCNR joined the meeting on the inland waterway chapter.

13. These modal-specific reviews were all concluded by the end of April. Thus, a summary document listing all changes was then shared with the entire Group of Experts, as a final check of the agreed modifications and additions, on 15 May. With these agreed, a provisional draft shall be circulated two weeks before the Working Party's session.

### **III. Forthcoming Activities**

14. Based on the decisions taken at the in-person meeting and virtual follow-up meeting, in addition to final comments received after this, a consolidated draft fifth edition of the Glossary has been produced, for presentation and discussion at the sixty-ninth session of the Working Party. The Working Party and other key stakeholders will have the opportunity for further comments before expected publication in early 2019.

15. Work on the environmental impact of transport and passenger mobility chapters was still to be undertaken at the time of the Working Party. Therefore, these chapters would be added as annexes later in the year, with input of any relevant experts from member States welcomed.

16. The secretariat together with the ITF and Eurostat has strived to involve member States at each stage of the revision process, with consultations done regularly and all proposed amendments freely available on the wiki site. The country-led work has resulted in a provisional fifth edition draft being available twelve months after the process started, an impressive effort. The secretariat pays special thanks to all member States and international organisations who provided input into this work.