

Distr.: Unrestricted  
1 June 2018

English

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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**

## **Proposed amendments to the Glossary for Transport Statistics**

Amendments as agreed by the Group of Experts and the Intersecretariat Working Group, as of 29 May 2018

### **Summary**

The following document describes all proposed additions, modifications and deletions proposed for the 5<sup>th</sup> edition of the UNECE/ITF/Eurostat Glossary for Transport Statistics, as of 29 May 2018. The changes are listed based on the current Glossary's structure.

Modifications of the definitions made in the 5<sup>th</sup> edition of the Glossary for transport statistics

**Draft 5<sup>th</sup> edition of the Glossary for transport statistics  
(version at 29.05.2018)**

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).

Based on the decisions taken at the in-person meetings and virtual follow-up meetings, in addition to final comments received via e-mail, a consolidated draft 5<sup>th</sup> edition of the Glossary has been produced by the Artemis Information Management S.A. Luxembourg, for presentation and discussion at the sixty-ninth session of the Working Party, item 4, UNECE, Geneva, 12 June 2018.

Notes:

- The structure of the current document follows the structure of the 4<sup>th</sup> edition of the Glossary: chapter, section, sub-section, definition.
- Column 1 of the table below presents the code (numbering) of the definition used in the Glossary, 5<sup>th</sup> edition.
- Column 2 presents the title of the definition used in the Glossary, 5<sup>th</sup> edition.
- The old definition from 4<sup>th</sup> edition of the Glossary is presented in column 3.
- The final proposed text of the definition for the 5<sup>th</sup> edition (resolved in each case) is shown in column 4.
- The description of modification(s) is presented in column 5.

**Headers in the 4<sup>th</sup> edition of the Glossary:**

- Chapter A: Railway transport
- Chapter B: Road transport
- Chapter C: Inland waterway
- Chapter D: Pipelines
- Chapter E: Maritime Transport
- Chapter F: Air Transport
- Chapter G: Intermodal Freight Transport


**Headers in the 5<sup>th</sup> edition of the Glossary:**

- Chapter A: Railway Transport
- Chapter B: Road Transport
- Chapter C: Inland Waterway Transport
- Chapter D: Pipeline Transport
- Chapter E: Maritime Transport (E.VII Accidents - new section)
- Chapter F: Air Transport
- Chapter G: Intermodal Freight Transport (new)
- Chapter H: Energy in transport (new)

**A. RAILWAY TRANSPORT****A.I INFRASTRUCTURE**

<b>Code of the definition</b> <b>1</b>	<b>Title of the Definition</b> <b>2</b>	<b>Old definition (4<sup>th</sup> edition)</b> <b>3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition)</b> <b>4</b>	<b>Description of the modification</b> <b>5</b>
A.I-01	Track	A pair of rails over which rail borne vehicles can run. Track gauge: Distance between a pair of rails measured between the inside edges of the rail heads. The following track gauges are in use: - Standard gauge: 1.435 m - Large gauge: 1.520 m (example Commonwealth of Independent States)	A pair of rails over which rail borne vehicles can run maintained by an infrastructure manager. <i>When reporting the cumulative length of railway tracks in a country at the end of the reporting year, the tracks forming the following lines should be excluded:</i> - <i>Lines solely used for operating touristic trains and heritage trains;</i> - <i>Lines constructed solely to serve mines, forests or other industrial or agricultural installations and which are not</i>	Deleted Gauge samples – DG MOVE. The Expert group discussed and considered the suggestion from country Russia (Two parallel rails (lengths of rail) set at a fixed distance from each other and attached with rail fastenings to the support (sleepers, bolster plates,


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		<p>1.524 m (example Finland)                  1.600 m (example Ireland)                  1.668 m (example Spain, Portugal)                  - Narrow gauge: 0.60 m, 0.70 m, 0.75 m, 0.76 m, 0.785 m, 0.90 m, 1.00 m.                  “Large gauge” is sometimes referred to as “broad gauge”.</p>	<p><i>open to public traffic;</i>                  - <i>Metro, Tram and Light rail urban lines;</i>                  - <i>Private lines closed to public traffic and functionally separated (i.e. stand-alone) networks;</i>                  -<i>Private lines used for own freight transport activities or for non-commercial passenger services and light rail tracks occasionally used by heavy rail vehicles for connectivity or transit purposes.</i></p>	<p>etc.). The gauge guides the wheels of the train. The most important parameter for the track is its width — the distance between the internal working planes of the rail heads. It is used to distinguish between large (more than 1,435 mm), standard (1,435 mm) and narrow (less than 1,435 mm) gauge railway track) but concluded that the existing definition should be continued for consistency between glossary versions. The second half of the proposal regarding gauge width is implemented in the definition for <b>Rail Track Gauge</b>. Eurostat and DG MOVE drafted the final proposed definition.</p> <p><u>Note:</u>                  Track=Main/Running Track+Other tracks</p> 
A.I-01.1	Main/Running Track	<p>A track providing end-to-end line continuity designed for trains between stations or places indicated in tariffs as independent points of departure or arrival for the conveyance of passengers or goods.</p>	<p>A track providing end-to-end line continuity designed for running trains between stations or places indicated in tariffs as independent points of departure or arrival for the conveyance of passengers or goods, maintained and operated by the infrastructure manager.</p> <p>Tracks at service facilities not used for running trains are excluded. The boundary of the service facility is the point at which the railway vehicle leaving the service facility cannot pass without having an authorization to access the mainline or other similar line. This point is usually</p>	<p>Eurostat and DG MOVE drafted the final proposed definition.</p>

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			<p>identified by a signal.</p> <p><i>Service facilities are passenger stations, their buildings and other facilities; freight terminals; marshalling yards and train formation facilities, including shunting facilities; storage sidings; maintenance facilities; other technical facilities, including cleaning and washing facilities; maritime and inland port facilities which are linked to rail activities; relief facilities; refueling facilities and supply of fuel in these facilities.</i></p>	
A.I-01.2	Other tracks		<p>All other tracks than main/running ones:</p> <ul style="list-style-type: none"> <li>- tracks maintained, but not operated by the infrastructure manager;</li> <li>- tracks at service facilities not used for running trains.</li> </ul>	Eurostat and DG MOVE drafted the final proposed definition.
A.I-02	Railway Line	<p>Line of communication made up by rail exclusively for the use of railway vehicles.</p> <p><i>Line of communication is an area equipped for the performance of rail transport.</i></p>	<p>Line of transportation made up by rail exclusively for the use of railway vehicles maintained for running trains.</p> <p><i>A line can be made up of one or more tracks.</i></p> <p><i>Excluded are:</i></p> <ul style="list-style-type: none"> <li>- <i>Lines solely used for operating touristic trains and heritage trains;</i></li> <li>- <i>Lines constructed solely to serve mines, forests or other industrial or agricultural installations and which are not open to public traffic;</i></li> <li>- <i>Metro, Tram and Light rail urban lines;</i></li> <li>- <i>Private lines closed to public traffic and functionally separated (i.e. stand-alone) networks;</i></li> <li>- <i>Private lines used for own freight transport activities or for non-commercial passenger services and light rail tracks occasionally used by heavy rail vehicles for connectivity or transit purposes;</i></li> <li>- <i>Stretches of road or water even if rolling stock is conveyed over such routes, e.g. by wagon- carrying trailers or ferries.</i></li> </ul>	<p>The Expert group discussed and considered the suggestion from the Russian Federation (<i>All technical devices and equipment involved in rail traffic. Railway lines and stations make up the railway network.</i></p> <p><i>Railway lines differ according to:</i></p> <ul style="list-style-type: none"> <li>• <i>Length of track</i></li> <li>• <i>Gauge width</i></li> <li>• <i>Type of rods</i></li> <li>• <i>Type of traffic</i>) but concluded that this definition would be too broad and better describes rail infrastructure rather than the spatial/directional elements of a line which connects two or more points. <p>Eurostat and DG MOVE drafted the final proposed definition.</p> <p><u>Note:</u>                  Railway Line=Principle Railway Lines+Other lines</p> </li></ul>

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A.I-02.1	Principle Railway Lines		Railway lines maintained and operated for running trains. <i>The cumulative length of the principle railway lines within the territory of a country corresponds to its railway network.</i>	Eurostat and DG MOVE drafted the final proposed definition.
A.I-02.2	Other lines		All other lines than principal lines, including: - Lines maintained, but not operated. - Private lines and lines with no public access.	Eurostat and DG MOVE drafted the final proposed definition.
A.I-03	Conventional railway line	All railway lines that are not classified as «dedicated high-speed lines» or «upgraded high-speed railway lines».	All principal railway lines that are not classified as «dedicated high speed lines» or «upgraded high speed railway lines».	Eurostat and DG MOVE drafted the final proposed definition.
A.I-04	Dedicated high-speed railway line	A line specially built to allow traffic at speeds generally equal to or greater than 250 km/h for the main segments. <i>High-speed lines may include connecting lines, in particular connecting segments into town centre stations located on them, on which speeds may take account of local conditions.</i>	A line specially built to allow traffic at speeds generally equal to or greater than 250 km/h for the main segments. <i>High speed lines may include connecting lines, in particular connecting segments into town centre stations located on them, on which speeds may take account of local conditions.</i>	Eurostat and DG MOVE drafted the final proposed definition. Picture to be inserted.
A.I-05	Upgraded high-speed railway line	A conventional line specially upgraded to allow traffic at speeds of the order of 200 km /h for the main segments. They include specially upgraded high-speed lines which have specific features as a result of topographical, relief or town-planning constraints, on which the speed must be adapted for each case.	A conventional line specially upgraded to allow traffic at speeds of the order of 200 km/h for the main segments. <i>They include specially upgraded high speed lines which have specific features as a result of topographical, relief or town-planning constraints, on which the speed must be adapted for each case.</i>	Eurostat and DG MOVE drafted the final proposed definition. Picture to be inserted.
A.I-06	Metro line/subway	An electric rail line mainly for urban transport with the capacity for heavy volumes of traffic involving very frequent train movements. Metro lines are also characterised by closely spaced stations, normally with around 1 000 m between the stations. <i>Also known as ‘subway’, ‘metropolitan railway’,</i>	An electric rail line mainly for urban transport with the capacity for heavy volumes of traffic involving very frequent train movements. Metro lines are also characterised by closely spaced stations, normally with around 1 000 m between the stations. <i>Also known as ‘subway’, ‘metropolitan railway’, ‘heavy rail’, ‘rapid rail’, ‘rapid transit’, ‘metro’ or ‘underground’.</i>	Eurostat and DG MOVE drafted the final proposed definition. Picture to be inserted.

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		‘heavy rail’, ‘rapid rail’, ‘rapid transit’, ‘metro’ or ‘underground’.		
A.I-07	Light (railway/rail) line	A rail line mainly for urban transport of passengers often electrified. Stations/halts are generally less than 1 200 m apart. <i>In comparison to metros, light rail is more lightly constructed, is designed for lower traffic volumes and usually travels at lower speeds. Normally the power is drawn from an overhead electric line via a trolley or a pantograph. It is sometimes difficult to make a precise distinction between light rail and trams; trams are generally not separated from road traffic, whereas light rail may be separated from other systems.</i>	A rail line mainly for urban and interurban transport of passengers often electrified characterized by lower travel speed and more frequent stops compared to a conventional line. <i>In comparison to metros, light rail is more lightly constructed, is designed for lower traffic volumes and usually travels at lower speeds. Normally the power is drawn from an overhead electric line via a trolley or a pantograph. It is sometimes difficult to make a precise distinction between light rail and trams; trams are generally not separated from road traffic, whereas light rail may be separated from other systems.</i>	Change of title: ‘Light rail line’ replaced by ‘Light (railway/rail) line’. DG MOVE proposal for additional text. Deleted “Stations/halts are generally less than 1 200 m apart” - ERA/DG MOVE. Eurostat and DG MOVE drafted the final proposed definition. Picture to be inserted.
A.I-08	Tramline (streetcar)	A railway mainly installed on and well integrated into the urban road system. The tramcars are powered either electrically or by diesel engine, particularly for special rail borne road vehicles. <i>Also known as trolley car.</i>	A railway line mainly installed on and well integrated into the urban road system. The tramcars are powered either electrically or by diesel engine, particularly for special rail borne road vehicles. <i>Also known as trolley car.</i>	Added ‘line’ to ‘railway’. Eurostat and DG MOVE drafted the final proposed definition. Picture to be inserted.
A.I-09	Sidings	Tracks branching off running tracks. The length of sidings is included in the length of tracks if the sidings are managed by the infrastructure manager, private sidings being excluded.	Tracks branching off running main tracks/lines. <i>The length of sidings is included in the length of tracks if the sidings are publically accessible and managed by the infrastructure manager, private sidings being excluded.</i>	Change: ‘running tracks’ replaced by ‘main lines’ for consistency within the glossary. The Expert group discussed and considered the suggestion from the Russian Federation ( <i>Railway tracks not for general use providing conveyance for industry and linked directly or via other sidings to general-use tracks</i> ) but concluded that the existing definition should be continued for consistency between glossary versions. Eurostat and DG MOVE drafted the final proposed definition.
A.I-10	Private sidings	Track or set of tracks which are not managed by the infrastructure manager but are linked up with the track of an infrastructure manager so that: a) Railway transport operators or supportive functions can perform necessary	Privately operated pieces of rail infrastructure, connecting loading facilities (normally industry and other manufacturing sites) to the public rail network.	Plural form in title. Eurostat and DG MOVE drafted the final proposed definition.

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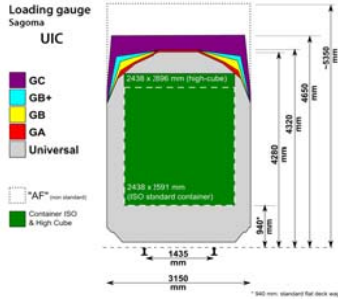
		activities. b) Industrial, commercial or port, etc., establishment or group of establishments can be served by rail without transshipment.		
A.I-11	Marshalling Yard	Station or part of a station especially equipped with a number of tracks or other equipment for railway vehicle marshalling (switching) operations. Sometimes referred to as classification yard.	Site especially equipped with a number of tracks or other equipment for railway vehicle marshalling (switching) operations. <i>Sometimes referred to as classification yard.</i>	Replaced ‘station’ with ‘site’. Eurostat and DG MOVE drafted the final proposed definition. Picture to be inserted.
A.I-12	Halt	Stop-off point generally open to passenger traffic only and not usually staffed.	Stop-off point generally open to passenger traffic only and not usually staffed.	Eurostat and DG MOVE drafted the final proposed definition. Picture to be inserted.
A.I-13	Train station		Railway establishment used for loading and unloading of passenger and/or goods, for formation, dispatch, reception and temporary stabling of trains and/or for stabling and marshalling of rolling stock.	Eurostat and DG MOVE drafted the final proposed definition. Picture to be inserted.
A.I-13.1	(Passenger) Station		Station for passenger traffic, equipped with specific facilities for the access of the passengers and providing related services.	Eurostat and DG MOVE drafted the final proposed definition. Picture to be inserted.
A.I-13.2	Rail freight terminal		Station used exclusively or predominantly for loading and unloading of goods, for formation, dispatch, reception and temporary stabling of trains and/or for stabling and marshalling of rolling stock.	22-23.03.2018: Old title ‘Freight/goods station or freight terminal’, new title “Freight terminal”. Eurostat and DG MOVE drafted the final proposed definition. Picture to be inserted.
A.I-14	Intermodal transport terminal		Place equipped for the transshipment and storage of intermodal transport units (ITUs) between modes. Intermodal Transport Terminals often perform as hubs in a ‘Hub and Spoke’ distribution concept which relates to collection through a central point (the hub) and distribution in various directions (the spokes). The hub is a central point for the collection, sorting, transshipment and distribution of goods for a particular region.	Eurostat and DG MOVE drafted the final proposed definition. Picture to be inserted.
A.I-15	Level crossing		Any level intersection between a road and a railway, as authorised by the infrastructure manager and open to public or private road users. <i>Passages between platforms within stations are excluded, as well as passages over tracks for the sole use of employees.</i>	Eurostat and DG MOVE drafted the final proposed definition.

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A.I-15.1	Active level crossing		<p>A level crossing where the crossing users are protected from or warned of the approaching train by devices activated when it is unsafe for the user to traverse the crossing.</p> <p><i>Protection by the use of physical devices includes:</i></p> <ul style="list-style-type: none"> <li>- half or full barriers,</li> <li>- gates.</li> </ul> <p><i>Warning by the use of fixed equipment at level crossings:</i></p> <ul style="list-style-type: none"> <li>- visible devices: lights,</li> <li>- audible devices: bells, horns, klaxons, etc.</li> </ul> <p><i>Active level crossings are classified as:</i></p> <p>(a) <i>Manual: a level crossing where user-side protection or warning is manually activated by a railway employee.</i></p> <p>(b) <i>Automatic with user-side warning: a level crossing where user-side warning is activated by the approaching train.</i></p> <p>(c) <i>Automatic with user-side protection: a level crossing where user-side protection is activated by the approaching train. This shall include a level crossing with both user-side protection and warning.</i></p> <p>(d) <i>Rail-side protected: a level crossing where a signal or other train protection system permits a train to proceed once the level crossing is fully user-side protected and is free from incursion.</i></p>	Eurostat and DG MOVE drafted the final proposed definition. Picture to be inserted for a), b), c), d).
A.I-15.2	Passive level crossing		A level crossing without any form of warning system or protection activated when it is unsafe for the user to traverse the crossing.	Eurostat and DG MOVE drafted the final proposed definition. Picture to be inserted.
A.I-16	Electrified track/line	<p>Electrified Track</p> <p>Track provided with an overhead catenary or a conductor rail to permit electric traction. The following types of electric current are in use:</p> <ul style="list-style-type: none"> <li>- AC 25 000 Volts, 50 Hz</li> <li>15 000 Volts, 16 2/3 Hz</li> <li>- DC 3 000 Volts</li> <li>1 500 Volts</li> <li>750 Volts</li> <li>660 Volts</li> <li>630 Volts.</li> </ul>	<p>Electrified track/line</p> <p>An electrified track or line with a least one track electrified.</p> <p><i>Sections of lines adjacent to stations that are electrified only to permit shunting and not electrified as far as the next stations are to be counted as non-electrified lines.</i></p>	Added ‘line’ in the title. Eurostat and DG MOVE drafted the final proposed definition.



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A.I-17	Rail track gauge		Track gauge: The smallest distance between a pair of rails measured between the inside surfaces of the rail heads. <i>It is distinguished between broad/large (more than 1,435 mm), standard (1,435 mm) and narrow (less than 1,435 mm) gauge railway track.</i>	Eurostat and Russian Federation proposal for definition, Eurostat proposal for picture. 
A.I-18	Rail loading gauge	The profile through which a railway vehicle and its loads must pass, taking into account tunnels and track side obstacles. <i>There are 3 international gauges, agreed by UIC:</i> <ul style="list-style-type: none"> <li>- A GAUGE: Total height 3.85 m above the rail and 1.28 m on either side of the track axle.</li> <li>- B GAUGE: Total height 4.08 m above the rail and 1.28 m on either side of the track axle.</li> <li>- C GAUGE: Total height 4.65 m above the rail and 1.45 m on either side of the track axle.</li> </ul> <i>Another gauge of particular significance is the B+ GAUGE, for which the total height is 4.18 m above the rail and 1.36 m on either side of the track axle.</i> <i>More generally, there are many other gauges recognised by rail networks.</i>	The profile through which a railway vehicle and its loads must pass, taking into account tunnels and track side obstacles.	Eurostat and DG MOVE drafted the final proposed definition. 
A.I-01.1	Length of tracks	A cumulative length of all running/main tracks that form railway lines – see A.I-06. Station and marshalling yards tracks and siding tracks not used for running trains should be excluded as well as “storage” tracks at warehouses/depots/workshops. The boundary of the workshop/warehouse/depot is the point at which the railway vehicle leaving the depot/warehouse/depot cannot pass without having an authorization to access the mainline or other similar line. This point is usually identified by a signal.		Deleted definition.
A.I-04	Length of all/maintained tracks		A cumulative length of all tracks maintained by infrastructure managers.	New definition - proposal from ERA/DG MOVE Deleted definition – 28.05.2018.
A.I-05	Electrified track		Track provided with an overhead catenary or a conductor rail to permit electric traction.	Deleted definition – 28.05.2018.

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A.I-09	Length of tracks		A cumulative length of all running/main tracks that form railway lines – see A.I-06. Station and marshalling yards tracks and siding tracks not used for running trains should be excluded as well as “storage” tracks at warehouses/depots/workshops. The boundary of the workshop/warehouse/depot is the point at which the railway vehicle leaving the depot/warehouse/depot cannot pass without having an authorization to access the mainline or other similar line. This point is usually identified by a signal.	New definition - proposal from ERA/DG MOVE Moved after A.I-05, code was changed from A.I-01.1 to A.I-01.5. To insert a picture for running track and for other tracks. Deleted definition – 28.05.2018.
A.I-10	Railway Line	One or more adjacent running tracks forming a route between two points. Where a section of network comprises two or more lines running alongside one another, there are as many lines as routes to which tracks are allotted exclusively.	One or more adjacent tracks forming a route between two points. Where a section of network comprises two or more lines running alongside one another, there are as many lines as routes to which tracks are allotted exclusively. <i>Line length of lines refers to line consisting of one or more running tracks which are used for train operations.</i>	Added ‘Railway’ at the title. Removed “running”. ECE/TRANS/WP.6/2016/2 - proposed to amend the Glossary (new part in Italics). Deleted definition – 28.05.2018.
A.I-11	Length of Railway Lines		Cumulative length of railway lines operated and used for running trains by the end of reporting year. Lines solely used for operating touristic trains and heritage trains are excluded as are railways constructed solely to serve mines, forests or other industrial or agricultural installations and which are not open to public traffic. Metro, Tram and Light rail urban lines (with non-standard – narrow – gauge) should be excluded. Private lines closed to public traffic and functionally separated (i.e. stand-alone) networks should be excluded. Private lines used for own freight transport activities or for non-commercial passenger services and light rail lines occasionally used by heavy rail vehicles for connectivity or transit purposes are excluded.	New definition - addition ERA/DG MOVE. Deleted definition – 28.05.2018.
A.I-12	Length of all/maintained lines		A cumulative length of all lines maintained by infrastructure managers.	New definition - addition ERA/DG MOVE. Deleted definition – 28.05.2018.
A.I-13	Electrified Railway Line	Line with one or more electrified running tracks. The following types of electric current are in use: — AC — 25 000 Volts, 50 Hz	One or more adjacent running tracks forming a route between two points provided with an overhead catenary or a conductor rail to permit electric traction.	Added (railway) in the title. Removed ‘Line with one or more electrified tracks’.

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		<p>———— 15 000 Volts, 16 2/3 Hz          ———— DC ———— 3 000 Volts          1 500 Volts          750 Volts          660 Volts          630 Volts</p> <p><i>Sections of lines adjacent to stations that are electrified only to permit shunting and not electrified as far as the next stations are to be counted as non-electrified lines.</i></p>	<p><i>Sections of lines adjacent to stations that are electrified only to permit shunting and not electrified as far as the next stations are to be counted as non-electrified lines.</i></p>	<p>Proposal DG MOVE: Length of electrified lines - see criteria set by definitions A.I-17.          Deleted types of electric current in use (examples) – proposal ERA/DG MOVE.          Removed brackets from the title.          Deleted definition – 28.05.2018.</p>
A.I-12	Main railway line	<p>Main railway lines comprise the high speed railway lines and important major conventional railway lines as defined by national or international authorities.          Within the European Community for example guidelines define a specific main rail network within the trans-European transport networks (TEN), which is considered to be important at community level.</p>	<p>Main railway lines comprise the high speed railway lines and important major conventional railway lines as defined by national or international authorities.          Within the European Union for example guidelines define a specific core rail network within the Trans-European Networks (Transport) (TEN-T), which is considered to be important at community level.</p>	<p>Replaced community with union, harmonization of terminology in reference to the TEN-T guidelines (core network, Trans European Networks, TEN-T).          Deleted ERA/DG MOVE.</p>
A.I-23	Length of lines operated	<p>The total length of line operated for passenger transport, goods transport, or both.          When a line is operated simultaneously by several railway enterprises it will be counted only once.</p>	<p>The total length of line operated for passenger transport, goods transport, or both.          When a line is operated simultaneously by several railway enterprises it will be counted only once.</p>	<p>Deleted ERA/DG MOVE          Decided to keep.          Deleted definition – 28.05.2018.</p>
A.I-24	All railway lines in a given area	<p><i>This does not include stretches of road or water even if rolling stock is conveyed over such routes, e.g. by wagon carrying trailers or ferries. Lines solely used for tourism are excluded as are railways constructed solely to serve mines, forests or other industrial or agricultural undertakings and which are not open to public traffic.</i></p>	<p><i>The length of the railway network is the cumulative length of all lines.          This does not include stretches of road or waterways even if rolling stock is conveyed over such routes, e.g. by trailers or ferries.          Lines solely used for operating touristic trains and heritage trains are excluded as are railways constructed solely to serve mines, forests or other industrial or agricultural installations and which are not open to public traffic.</i></p>	<p>Changed ‘railways’ to ‘railway lines’.          ECE/TRANS/WP.6/2016/2 - It is proposed to amend the Glossary as follows (Italic: New parts).          22-23.03.2018 - new title: “All railway lines in a given area’ instead of ‘Railway network’.          Deleted definition – 28.05.2018.</p>
A.I-25	Length of railway network		<p>Cumulative length of railway lines operated by the end of reporting year.</p>	<p>New – proposal ERA/DG MOVE.          Deleted definition – 28.05.2018.</p>
A.I-26	Railway network segment		<p>Specific railway line connecting two or more geographical reference points. Each segment has a start and an end, being a track crossing, a country border or a railway station.</p>	<p>Deleted definition – 28.05.2018.</p>

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A.I-30	Railway Station	A railway establishment which is either open or not to the public, generally staffed and which is designed for one or more of the following operations: –formation, dispatch, reception and temporary stabling of trains –stabling and marshalling of rolling stock –boarding and alighting of passengers –generally, where open to public, providing facilities for the purchase of tickets –loading and unloading of goods	A railway establishment which is either open or not to the public, generally staffed where trains can start, make an intermediate stop or a final stop.	The Expert group discussed and considered the suggestion from the Russian Federation (1. <i>An operating point with a layout of tracks to allow the reception, departure, crossing and passing of trains, service for passengers, the reception and release of goods, and, where trackside facilities are available, shunting for the division and formation of trains and technical operations with trains.</i> 2. <i>Railway station — A basic economic production unit in railway transport where the direct link between the railway and the client base occurs. Initial and final operations in the transportation process and the running of trains take place at railway stations</i> ) but concluded that this definition would be too broad as it would include everywhere a train could be modified, loaded or handled in any way. Deleted definition – 28.05.2018.
A.I-31	Passenger Station		A railway station used exclusively or predominantly for boarding and alighting of passenger trains.	Deleted definition – 28.05.2018.
A.I-32	Freight terminal		Railway establishment used exclusively or predominantly for loading and unloading of goods, for formation, dispatch, reception and temporary stabling of trains and/or for stabling and marshalling of rolling stock.	Deleted definition – 28.05.2018.
A.I-19	Maximum operating speed	The highest speed allowed on commercial service taking into account technical characteristics of the infrastructure		Deleted - ERA/DG MOVE.
A.I-22	Joint railway station	Junction station between railway companies, the operation of which is governed by an agreement between the States or companies concerned.		Deleted definition - suggestion ERA/DG MOVE.

**Modifications of the definitions made in the 5<sup>th</sup> edition of the Glossary for transport statistics**

<b>A.II TRANSPORT EQUIPMENT (VEHICLES)</b>				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
A.II.A-03	Tilting high-speed railway vehicle	A railway vehicle with a tilting system designed to have an operating speed of 200 km/h or above on upgraded high-speed lines.	A railway vehicle with a tilting system designed to have an operating speed of 200 km/h or above.	Omission of “on upgraded high speed lines” – the definition of the tilting vehicles limited to the operation on certain tapes of lines is maybe too narrow (they can run on dedicated high-speed lines as well). Deleted definition – 22-23.03.2018
A.II-04	Trainset	Indivisible block of railcar(s) and railcar trailer(s) or locomotive(s) and passenger railway vehicle(s). <i>Included are trainsets that are technically divisible but are normally kept in the same configuration. One trainset may be coupled to another one. Each trainset may have more than one tractive vehicle.</i>	Operationally indivisible composition of railcar(s) and railcar trailer(s) or locomotive(s) and passenger railway vehicle(s). <i>Included are trainsets that are technically divisible but are normally kept in the same configuration. One trainset may be coupled to another one. Each trainset may have more than one tractive vehicle.</i>	D SBB AG, S. Weigel, 27.10.17: Change to 'Operationally indivisible composition'; add synonym 'multiple-unit'. 22-23.03.2018: keep existing definition, new text: “Operationally indivisible composition of railcar(s)”.
A.II-06	Locomotive	Tractive railway vehicle with a power of 110 kW and above at the draw hook equipped with prime mover and motor or with motor only used for hauling railway vehicles. Light rail motor tractors are excluded. Types of locomotives - Electric locomotive - Locomotive with one or more electric motors, deriving current primarily from overhead wires or conductor rails or from accumulators carried on the locomotive. A locomotive so equipped which also has an engine (diesel or other) to supply current to the electric motor when it cannot be obtained from an overhead wire or from a conductor rail is classed as an electric locomotive. - Diesel locomotive - Locomotive, the main source of power of which is a diesel engine, irrespective of the type of	A ‘locomotive’ is a tractive vehicle (or combination of several vehicles) that is not intended to carry a payload and has the ability to be uncoupled in normal operation from a train and to operate independently. Types of locomotives: - Electric locomotive; - Locomotive with one or more electric motors, deriving current primarily from overhead wires or conductor rails or from accumulators carried on the locomotive. A locomotive so equipped which also has an engine (diesel or other) to supply current to the electric motor when it cannot be obtained from an overhead wire or from a conductor rail is classed as an electric locomotive. - Diesel locomotive - Locomotive, the main source of power of which is a diesel engine, irrespective of the type of transmission installed. However, electro-diesel locomotives which are equipped	Added distinction between electro-diesel (“hybrid”) and diesel-electric locomotives. The Expert group discussed and considered the suggestion from the Russian Federation ( <i>Locomotive — Rolling stock for moving trains or individual wagons on railway line. Locomotives are distinguished as follows:</i> <i>By type — electric, diesel, steam, gas turbine and hybrid;</i> <i>By design — goods, goods/passenger, passenger and shunting</i> ) but concluded that the existing definition should be continued as the function is discussed in other glossary definitions.

**Modifications of the definitions made in the 5<sup>th</sup> edition of the Glossary for transport statistics**

		<p>transmission installed.                  However, diesel-electric locomotives equipped to derive power from an overhead wire or from a conductor rail are classed as electric locomotives.</p> <ul style="list-style-type: none"> <li>- Steam locomotive</li> <li>- Locomotive, whether cylinder or turbine driven, in which the source of power is steam irrespective of the type of fuel used.</li> </ul>	<p><i>to derive power from an overhead wire or from a conductor rail but are also equipped with a diesel engine (bi-mode-locomotives) are classed as electric locomotives.</i>  <i>Diesel-electric locomotives which are propelled by electric motors and derive energy from a diesel generator are classed as diesel locomotives.</i></p> <ul style="list-style-type: none"> <li>- Steam locomotive</li> <li>- Locomotive, whether cylinder or turbine driven, in which the source of power is steam irrespective of the type of fuel used.</li> </ul>	<p>22-23.03.2018: updated text was approved.</p>
A.II-07	Shunter	<p>Tractive railway vehicle with a power of less than 110 kW at the draw hook (coupler).  <i>Normally used for shunting or for work trains and short-distance or low-tonnage terminal services.</i>  <i>The definitions of the various categories of locomotives (electric, diesel) apply, , mutatis mutandis, to light rail motor tractors.</i></p>	<p>A traction unit designed for use only on shunting yards, stations and depots.</p>	<p>Changed title from ‘Light rail motor tractor’ to ‘Shunter.’                  Added text explanation for shunter. The Expert group also discussed and considered the suggestion from the Russian Federation (<i>Locomotive with light duty (less than 220 kW/t) internal combustion engine, used for shunting on industrial premises and carriage of material for track repairs, movement of small stock and other secondary work.</i>) but concluded that the glossary should avoid noting specific power limits.                  22-23.03.2018: keep new definition proposed by Eurostat.</p>
A.II.A-09	Light rail motor tractor	<p><del>Tractive railway vehicle with a power of less than 110 kW at the draw hook (coupler).                  Normally used for shunting or for work trains and short-distance or low-tonnage terminal services.                  The definitions of the various categories of locomotives (electric, diesel) apply, mutatis mutandis, to light rail motor tractors.</del></p>	<p><del>Tractive railway vehicle with a power of less than 110 kW at the draw hook (coupler).                  Normally used for shunting or for work trains and short-distance or low-tonnage terminal services. The definitions of the various categories of locomotives (electric, diesel) apply, per analogy, to light rail motor tractors.</del></p>	<p>Changed item number (old A.II.A-08).                  Changed ‘mutatis mutandis’ to ‘per analogy’.                  The Expert group discussed and considered the suggestion from country Russia but concluded that the existing definition should be continued.                  22-23.03.2018: deleted definition.</p>

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A.II-08	Railcar	<p>Tractive railway vehicle with motor constructed for the conveyance of passengers or goods by rail.  <i>The definition of the various categories of locomotives (electric, diesel) applies, mutatis mutandis, to railcars.</i>  <i>A block composed of railcars and railcar trailers can be referred to as:</i></p> <ul style="list-style-type: none"> <li>- ‘Multiple unit’ if it is modular</li> <li>- ‘Trainset’ if it is fixed.</li> </ul> <p>In tractive vehicle statistics, each railcar in an indivisible set is counted separately; in statistics of passenger vehicles and goods vehicles, each body fitted to carry passengers or goods (tractive and non-tractive) is counted as one unit. Independent of drivers’ compartments installed or not, any unit with tractive power must be considered as a tractive vehicle. When two railcar units have a common tractive bogie, both units are considered as a tractive vehicle.</p>	<p>Tractive railway vehicle with motor constructed for the conveyance of passengers or goods by rail.  <i>The definition of the various categories of locomotives (electric, diesel) applies, mutatis mutandis, to railcars.</i>  <i>A block composed of railcars and railcar trailers can be referred to as:</i></p> <ul style="list-style-type: none"> <li>- ‘Multiple unit’ if it is modular</li> <li>- ‘Trainset’ if it is fixed.</li> </ul> <p>In tractive vehicle statistics, each railcar in an indivisible set is counted separately; in statistics of passenger vehicles and goods vehicles, each body fitted to carry passengers or goods (tractive and non-tractive) is counted as one unit. Independent of drivers’ compartments installed or not, any unit with tractive power must be considered as a tractive vehicle. When two railcar units have a common tractive bogie, both units are considered as a tractive vehicle.</p>	<p>The Expert group discussed and considered the suggestion from the Russian Federation (A motorized wagon with an internal combustion engine.  <i>In tractive vehicle statistics, each railcar in an indivisible set is counted separately; in statistics of passenger vehicles and goods vehicles, each body fitted to carry passengers or goods (tractive and non-tractive) is counted as one unit</i>) but concluded that the existing definition should be continued as it is more precise.                  22-23.03.2018: keep existing definition.</p>
A.II-09	Passenger railway vehicle	<p>Railway vehicle for the conveyance of passengers, even if it comprises one or more compartments with spaces specially reserved for luggage, parcels, mail, etc.                  These vehicles include special vehicles such as sleeping cars, saloon cars, dining cars, ambulance cars and vans carrying accompanied road passenger vehicles. Each separate vehicle of an indivisible set for the conveyance of passengers is counted as a passenger railway vehicle. Included are railcars if they are designed for passenger transport.</p>	<p>Railway vehicle for the conveyance of passengers, even if it comprises one or more compartments with spaces specially reserved for luggage, parcels, mail, etc.                  These vehicles include special vehicles such as sleeping cars, saloon cars, dining cars, ambulance cars and vans carrying accompanied road passenger vehicles. Each separate vehicle of an indivisible set for the conveyance of passengers is counted as a passenger railway vehicle. Included are railcars if they are designed for passenger transport.</p>	<p>The Expert group discussed and considered the suggestion from country the Russian Federation (delete...<i>and vans carrying accompanied road passenger vehicles</i>) but concluded that the existing definition should be continued as there is no clear reason to delete these in the list of special vehicles.                  22-23.03.2018: keep existing definition, more precise.</p>
A.II-11	Tram (streetcar, also B.II-18)	<p>Passenger or freight road vehicle designed for use on a tramline.</p>	<p>Tractive railway vehicle with a power of less than 110 kW at the draw hook (coupler).                  Normally used for shunting or for work trains and short-distance or low-tonnage terminal services. The definitions of the various categories of locomotives (electric, diesel) apply mutatis mutandis, to light rail motor tractors.</p>	<p>Definition in the 4-th edition: Passenger or freight road vehicle designed for use on a tramline.                  Added reference to section B.II-18 to title).                  22-23.03.2018: keep existing definition.</p>



**Modifications of the definitions made in the 5<sup>th</sup> edition of the Glossary for transport statistics**

A.II-12	Tram-Train		Passenger vehicle designed for combined use on both a light-rail infrastructure and a heavy-rail infrastructure.	Addition of new item.
A.II-14	Railcar trailer	Non-tractive passenger railway vehicle coupled to one or more railcars. <i>Vehicles for the transport of goods, even when pulled by a railcar, are referred to as wagons.</i>	Non-tractive passenger railway vehicle coupled to one or more railcars. <i>Vehicles for the transport of goods, even when pulled by a railcar, are referred to as wagons.</i>	The Expert group discussed and considered the suggestion from the Russian Federation ( <i>Non-motorized wagons forming an electric train, a diesel train, railcars or railbuses for the conveyance of passengers</i> ) but concluded that this proposal was broad and might overlap with <b>Coach</b> and introduce new terms that would need to be defined. 22-23.03.2018: keep existing definition.
A.II-15	Rail coach	Coach  Passenger railway vehicle other than a railcar or a railcar trailer.	Rail coach  Passenger railway vehicle other than a railcar or a railcar trailer.	22-23.03.2018: old title ‘Coach’, new title “Rail coach”.
A.II-18	Rail van	Non-tractive railway vehicle forming part of a passenger or goods train and used by the train crew as well as for the conveyance of luggage, parcels, bicycles, accompanied road passenger vehicles etc. <i>Vehicles possessing one or more passenger compartments are not counted as vans but as passenger railway vehicles. Mail vans are included under vans when they do not have a passenger compartment.</i>	Non-tractive railway vehicle forming part of a passenger or goods train and used by the train crew as well as for the conveyance of luggage, parcels, bicycles, accompanied road passenger vehicles etc. <i>Vehicles possessing one or more passenger compartments are not counted as vans but as passenger railway vehicles. Mail vans are included under vans when they do not have a passenger compartment.</i>	The Expert group discussed and considered the suggestion from the Russian Federation ( <i>A railway vehicle (may be motorized) forming part of a passenger or goods train and used for the conveyance of luggage, small parcels, etc. Where necessary, a van may be adapted for the conveyance of road passenger vehicles together with their owners. Vans in goods trains are vans that may only form part of goods trains</i> ) but concluded that this proposal did not agree with the main concept of vans being non-tractive. 22-23.03.2018: old title ‘Van’, new title “Rail van”; keep existing definition.



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A.II-19	Freight wagon or wagon	Railway vehicle normally intended for the transport of goods.	Railway vehicle normally intended for the transport of goods.	<p>The Expert group discussed and considered the suggestion from the Russian Federation (<i>Railway vehicle normally intended for the transport of goods. Freight wagons (wagons) are classified according to:</i></p> <ul style="list-style-type: none"> <li>• <i>Ownership (wagons owned by railways or by other legal or physical persons);</i></li> <li>• <i>Type of construction:</i> <ul style="list-style-type: none"> <li>(a) <i>Multipurpose — intended for the transport of a broad range of goods — sheeted wagons, high-sided wagons, multipurpose flat wagons;</i></li> <li>(b) <i>Specialized — intended for the transport of one or more similar goods — tanks, grain hoppers, mineral hoppers, insulated wagons, large-tonnage containers, pellet hoppers, etc.;</i></li> <li>(c) <i>Special — not intended for goods transport: for special and technical railway requirements, equipped with permanent devices; used for other railway requirements (diesel power stations, engine rooms of refrigerator trains and sections, wagons for testing of specific components and parts, scale test cars, etc.)</i>.) but concluded that there was not a clear need to add details on how freight wagons are classified to the glossary.</li> </ul> </li> </ul> <p>22-23.03.2018: keep existing definition.</p>
A.II-20	Railway enterprise-owned wagon	Any wagon belonging to a railway enterprise. <i>Excluded are privately-owned wagons</i>	Any wagon belonging to a railway enterprise. <i>Excluded are privately-owned wagons.</i>	<p>The Expert group discussed and considered the suggestion from country Latvia (to unite A.II-20 and A.II-21) but concluded that the</p>

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				existing definition should be continued as these concepts are distinct. 22-23.03.2018: keep existing definition
A.II-21	Privately-owned wagon	Wagon not belonging to a railway enterprise, but at its disposal and authorized to run for it under specified conditions, or wagon hired out by a railway enterprise to third parties.	Wagon not belonging to a railway enterprise, but at its disposal and authorized to run for it under specified conditions, or wagon hired out by a railway enterprise to third parties.	See A.II-20 regarding Latvia proposal. 22-23.03.2018: keep existing definition.
A.II-22	Covered wagon	Wagon characterized by its closed construction with a roof and fully enclosed sides, capable of being locked and/or sealed. <i>Wagons with an opening roof as well as those insulated, heated and refrigerated are included</i>	Wagon characterized by its closed construction with a roof and fully enclosed sides, capable of being locked and/or sealed. <i>Wagons with an opening roof as well as those insulated, heated and refrigerated are included.</i>	The Expert group discussed and considered the suggestion from the Russian Federation ( <i>Wagon with rigid side walls, end walls, rigid roof and floor. The term includes wagons with a sliding roof and sliding walls that are kept closed during carriage</i> ) but concluded that the existing definition remains precise and should be continued. 22-23.03.2018: keep existing definition.
A.II-23	Insulated wagon	Covered wagon the body of which is built with insulating walls, doors, floor and roof, to limit heat exchange between the interior of the wagon and the outside so that the overall coefficient of heat transfer (K coefficient), allows the equipment to be assigned to one or other of the following two categories: - IN = Normally insulated: characterised by a K coefficient equal to or less than 0.7 W/m 2°C - IR = Heavily insulated: characterised by a K coefficient equal to or less than 0.4 W/m 2°C.	Covered wagon the body of which is built with insulating walls, doors, floor and roof, to limit heat exchange between the interior of the wagon and the outside so that the overall coefficient of heat transfer (K coefficient), allows the equipment to be assigned to one or other of the following two categories: - IN = Normally insulated: characterised by a K coefficient equal to or less than 0.7 W/m 2°C - IR = Heavily insulated: characterised by a K coefficient equal to or less than 0.4 W/m 2°C. Wagon for the perishable freights (meat, fish, oil, vegetables, fruit etc.). There are mechanically refrigerated wagons (mechanical refrigeration and electric heating) and refrigerated wagons (water ice refrigerating or salt ice and heating by temporary ovens) depending on refrigeration method and heating method.	Proposal of Latvian railway: Unite A.II.A-23., A.II.A-24 and A.II.A-25.: Insulated wagon – wagon for the perishable freights (meat, fish, oil, vegetables, fruit etc.). There are mechanically refrigerated wagons (mechanical refrigeration and electric heating) and refrigerated wagons (water ice refrigerating or salt ice and heating by temporary ovens) depending on refrigeration method and heating method. The expert group discussed the proposal and concluded that these concepts are different enough to merit separate definitions.
A.II-25	Mechanically refrigerated wagon	Insulated wagon either fitted with its own refrigerating device, or serviced jointly with other	Insulated wagon either fitted with its own refrigerating device, or serviced jointly with other such units by an	22-23.03.2018: to keep existing definition.

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		<p>such units by an external refrigerating system. Such refrigerating devices include:</p> <ul style="list-style-type: none"> <li>- Mechanical compressors</li> <li>- “Absorption” units.</li> </ul> <p><i>A mechanically refrigerated wagon should be capable, with a mean outside temperature of + 30°C, of lowering the temperature inside the empty body to, and thereafter maintaining it continuously at levels in conformity with the standards defined below:</i></p> <ul style="list-style-type: none"> <li>- Class A. The internal wagon temperature should be maintained between +12°C and 0°C inclusive</li> <li>- Class B. The internal wagon temperature should be maintained between +12°C and -10°C inclusive</li> <li>- Class C. The internal wagon temperature should be maintained between +12°C and -20°C inclusive.</li> </ul>	<p>external refrigerating system. Such refrigerating devices include:</p> <ul style="list-style-type: none"> <li>- Mechanical compressors;</li> <li>- “Absorption” units.</li> </ul> <p><i>A mechanically refrigerated wagon should be capable, with a mean outside temperature of + 30°C, of lowering the temperature inside the empty body to, and thereafter maintaining it continuously at levels in conformity with the standards defined below:</i></p> <ul style="list-style-type: none"> <li>- Class A. The internal wagon temperature should be maintained between +12°C and 0°C inclusive.</li> <li>- Class B. The internal wagon temperature should be maintained between +12°C and -10°C inclusive.</li> <li>- Class C. The internal wagon temperature should be maintained between +12°C and -20°C inclusive.</li> </ul>	
A.II-27	High sided wagon	Wagon with no roof and with rigid sides higher than 60 cm.	Wagon with no roof and with rigid sides higher than 60 cm.	<p>The Expert group discussed and considered the suggestion from the Russian Federation (<i>Goods wagon, wagon with no roof and with rigid sides higher than 60 cm, used for the carriage of goods that are not weather-sensitive.</i></p> <p><i>High-sided wagons may be:</i></p> <ul style="list-style-type: none"> <li><i>multipurpose — with unloading apertures in the floor and inward-opening end doors (or without doors); or special — the body having no apertures or doors)</i> but concluded that the existing definition should be continued as there was not a clear need for additional clarification on multipurpose features.</li> </ul> <p>22-23.03.2018: keep existing definition.</p>
A.II-28	Flat wagon	Wagon without roof or sides, or wagon without roof but with sides not higher than 60 cm, or swing-	Wagon without roof or sides, or wagon without roof but with sides not higher than 60 cm, or swing-bolster	Original proposal to change ‘swing’ with ‘bogie’ was considered but not

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		bolster wagon, of ordinary or special type.	wagon, of ordinary or special type.	adopted to improve clarity. The Expert group discussed and considered the suggestion from the Russian Federation ( <i>Open wagon with sides not higher than 60 cm or without sides, for conveyance of long loads, piece loads or powdered products, containers or equipment that are not weather-sensitive. Flat wagons may be multipurpose (for the conveyance of a large range of loads) or specialized (for the conveyance of specific types of loads).</i> ) but concluded that the existing definition should be continued as there was not a clear need for additional clarification on multipurpose features. 22-23.03.2018: keep existing definition with “swing”.
A.II-29	Tank wagon	Wagon designed for the bulk transport of liquids or gases.	Wagon designed for the bulk transport of liquids or gases.	The Expert group discussed and considered the suggestion from the Russian Federation ( <i>Wagon with one or more tanks permanently fixed to the wagon chassis and intended for transport of gases, liquids, powdery or granular substances.</i> ) but concluded that the existing definition should be continued for simplicity and continuity. 22-23.03.2018: keep existing definition.
A.II-31	Wagon for intermodal transport (see G.II-10)	Wagon specially built or equipped for the transport of intermodal transport units (ITUs) or other goods road vehicles. <i>Types of wagons are:</i> - <i>Pocket wagon: Rail wagon with a recessed pocket to accept the axle/wheel assembly</i>	Wagon specially built or equipped for the transport of intermodal transport units (ITUs) or other goods road vehicles. <i>Types of wagons are:</i> - <i>Pocket wagon: Rail wagon with a recessed pocket to accept the axle/wheel assembly of a semi-</i>	Added (see G.II-10).

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		<p><i>of a semi-trailer</i></p> <ul style="list-style-type: none"> <li>- <i>Basket wagon: Rail wagon with a demountable sub-frame, fitted with devices for vertical handling to allow the loading and unloading of semi-trailers or road motor vehicles</i></li> <li>- <i>Spine wagon: Rail wagon with a central chassis designed to carry a semi-trailer</i></li> <li>- <i>Low floor wagon: Rail wagon with a low loading platform built to carry, inter alia ITUs</i></li> <li>- <i>Rolling-Road wagon: Rail wagon with low floor throughout which, when coupled together, form a rolling-road</i></li> <li>- <i>Double stack wagon: Rail wagon designed for the transport of containers stacked on top of each other</i></li> <li>- <i>Bimodal semi-trailer: A road semi-trailer that can be converted into a rail wagon by the addition of rail bogies.</i></li> </ul>	<p><i>trailer</i></p> <ul style="list-style-type: none"> <li>- <i>Basket wagon: Rail wagon with a demountable sub-frame, fitted with devices for vertical handling to allow the loading and unloading of semi-trailers or road motor vehicles</i></li> <li>- <i>Spine wagon: Rail wagon with a central chassis designed to carry a semi-trailer</i></li> <li>- <i>Low floor wagon: Rail wagon with a low loading platform built to carry, inter alia ITUs</i></li> <li>- <i>Rolling-Road wagon: Rail wagon with low floor throughout which, when coupled together, form a rolling-road</i></li> <li>- <i>Double stack wagon: Rail wagon designed for the transport of containers stacked on top of each other</i></li> <li>- <i>Bimodal semi-trailer: A road semi-trailer that can be converted into a rail wagon by the addition of rail bogies.</i></li> </ul>	
<b>A.II.B</b>	<b>LOADING UNITS</b>	<b>CONTAINERS</b>	<b>LOADING UNITS</b>	The sub-section ‘Loading Units’ (old title ‘Containers’) was removed from section ‘Transport equipment’ and all definitions were added in the new Intermodal transport chapter.
<b>A.III Enterprises, investment and maintenance</b>				
The section title “Enterprises, economic performance and employment” was replaced by ‘Enterprises, investment and maintenance’ as proposed by Eurostat.				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
A.III-02	Railway transport operator/Railway undertaking	Any public or private transport operator which provides services for the transport of goods and/or passengers by rail. <i>Included are all transport operators that dispose of/provide traction. Excluded are railway transport operators which operate entirely or mainly within industrial and similar installations, including harbours, and railways transport operators which mainly provide local tourist services, such as preserved historical steam railways. Sometimes the</i>	A licensed public or private transport operator which provides services for the transport of goods and/or passengers by rail. <i>Included are all transport operators that dispose of/provide traction. Excluded are railway transport operators which operate entirely or mainly within industrial and similar installations, including harbours, and railways transport operators which mainly provide local tourist services, such as preserved historical steam railways.</i>	22-23.03.2018: keep new title with ‘Railway undertaking’ (as proposed by Latvian Railways) in addition to ‘Railway transport operator’.

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		<i>term ‘railway undertaking’ is used.</i>		
A.III-03	Rail infrastructure manager	Any enterprise or transport operator responsible in particular for establishing and maintaining railway infrastructure, as well as for operating the control and safety systems. <i>An infrastructure manager can delegate to another railway enterprise the following tasks: maintaining railway infrastructure and operating the control and safety system.</i>	Any firm or body responsible, in particular, for establishing, managing and maintaining railway infrastructure, including traffic management and control-command and signalling.	Added (Rail) in the title ‘Infrastructure manager’. DG MOVE: This is a definition used in the EU rail legislation. 22-23.03.2018: new title “Rail infrastructure manager” and new text: ‘Any firm or body responsible, in particular, for establishing, managing and maintaining railway infrastructure, including traffic management and control-command and signaling’.
A.III-05—	Employment	<del>Average number of persons working during a given period in a railway enterprise, as well as persons working outside the enterprise but who belong to it and are directly paid by it. Statistics should include all full-time equivalent employees performing all principal and ancillary activities of the railway (operation, renewal, new construction, road and shipping services, electricity generation, hotels and restaurants, etc.).</del>		22-23.03.2018: Deleted definition.
A.III-05	Types of employment	The main categories of employment being considered are: - General administration including central and regional management staff (e.g. finance, legal, personnel etc.) and boards of directors <i>The management staff of specialist departments (operations and traffic, traction and rolling stock, ways and works) are excluded but are taken into account in the statistics specific to each of these services.</i> - Operations and traffic <i>Station staff (excluding staff operating control and safety systems), train crews (excluding tractive units’ crews) and associated central and regional offices. Includes tourism and advertising.</i> - Traction and rolling stock Tractive units’ crews, workshop, inspection staff	The main categories of employment being considered are: - General administration including central and regional management staff (e.g. finance, legal, personnel etc.) and boards of directors <i>The management staff of specialist departments (operations and traffic, traction and rolling stock, ways and works) are excluded but are taken into account in the statistics specific to each of these services.</i> - Operations and traffic <i>Station staff (excluding staff operating control and safety systems), train crews (excluding tractive units’ crews) and associated central and regional offices. Includes tourism and advertising.</i> - Traction and rolling stock Tractive units’ crews, workshop, inspection staff and associated central and regional offices.	(railway tracks) added to ‘Permanent way’ by DG MOVE.

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		and associated central and regional offices. - Permanent way development and maintenance - Permanent way maintenance and supervision staff (including staff operating control and safety systems) - Other operations. <i>Passenger and goods road services, shipping services, electric power plants, hotel staff etc.</i>	- Permanent way (railway tracks) development and maintenance - Permanent way (railway tracks) maintenance and supervision staff (including staff operating control and safety systems) - Other operations. <i>Passenger and goods road services, shipping services, electric power plants, hotel staff etc.</i>	
A.III-06.1	Train driver		A person capable and authorised to drive trains, including locomotives, shunting locomotives, work trains, maintenance railway vehicles or trains for the carriage of passengers or goods by rail in an autonomous, responsible and safe manner.	22-23.03.2018: deleted definition.
A.III-07	Turnover	Total amount invoiced by a railway enterprise during the period under review. This corresponds to market sales of goods or services supplied to third parties. Turnover includes all duties and taxes on the goods or services invoiced by the enterprise with the exception of VAT invoiced by the unit vis-à-vis its customers. It also includes all other charges to the customers. Reduction in prices, rebates and discounts as well as the value of returned packing must be deducted, but not cash discounts. <i>Turnover does not include sales of fixed assets. Operation subsidies received from public authorities are also excluded.</i>	Total amount invoiced by a railway enterprise during the period under review. This total corresponds to market sales of goods or services supplied to third parties. Included in turnover is “other operating income” e.g. income from concessions, franchise arrangements, patents, trademarks and similar values. Turnover includes all duties and taxes on the goods or services invoiced by the enterprise with the exception of VAT invoiced by the unit vis-à-vis its customers. It also includes all other charges to the customers. Reduction in prices, rebates and discounts as well as the value of returned packing must be deducted, but not cash discounts. <i>Turnover includes only ordinary activities and hence does not include sales of fixed assets. Operation subsidies received from public authorities are also excluded.</i>	22-23.03.2018: deleted definition.
A.III-06	Fare revenue		The total fees collected from the provision of rail transportation services during the reporting period; it excludes other income such as revenue from catering, station services and on-board services.	DG MOVE proposal for new definition. This is a definition used in the EU rail legislation. Follow-up teleconference on Rail chapter, 10 April 2018 - New title ‘Fare revenue’ instead of ‘Revenue’.
A.III-07	Investment expenditure on infrastructure	Expenditure on new construction and extension of existing infrastructure, including reconstruction, renewal and major repairs of infrastructure.	Capital expenditure on new (railway) infrastructure (including extension of existing infrastructure), renewals and upgrades. Construction and extension of existing	DG MOVE proposal. This is a definition used in the EU rail legislation.

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		<i>Infrastructure includes land, permanent way constructions, buildings, bridges and tunnels, as well as immovable fixtures, fittings and installations connected with them (signalisation, telecommunications, catenaries, electricity sub-stations, etc.) as opposed to rolling stock.</i>	infrastructure, including reconstruction, renewal and major repairs of infrastructure. <i>Infrastructure includes land, permanent way constructions, buildings, bridges and tunnels, as well as immovable fixtures, fittings and installations connected with them (signalisation, telecommunications, catenaries, electricity sub-stations, etc.) as opposed to rolling stock.</i>	Follow-up teleconference on Rail chapter, 10 April 2018 - Approved ERA/DG MOVE proposal to add in the beginning of text: 'Capital expenditure on new (railway) infrastructure (including extension of existing infrastructure) , renewals and upgrades. construction and extension of existing infrastructure, including reconstruction, renewal and major repairs of infrastructure'.
A.III-09 (old A.III-10)	Maintenance expenditure on infrastructure	Expenditure for keeping infrastructure in working order.	Non-capital expenditure that the infrastructure manager carries out in order to maintain the condition and capability of the existing infrastructure.	DG MOVE proposal. This is a definition used in the EU rail legislation. Follow-up teleconference on Rail chapter, 10 April 2018 - Approved ERA/DG MOVE proposal to add in the text: Non-capital expenditure that the infrastructure manager carries out in order to maintain the condition and capability of the existing infrastructure.
<b>A.IV TRAFFIC</b>				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
A.IV-02	Railway traffic on national territory	Any movement of railway vehicles within a national territory irrespective of the country in which these vehicles are registered.	Any movement of railway vehicles on lines operated within a national territory irrespective of the country in which these vehicles are registered.	Follow-up teleconference on Rail chapter, 10 April 2018 - Approved ERA/DG MOVE proposal to add 'on lines operated': Any movement of railway vehicles on lines operated within a national territory irrespective of the country in which these vehicles are registered.
A.IV-05	Train	One or more railway vehicles hauled by one or more locomotives or railcars, or one railcar	One or more railway vehicles hauled by one or more locomotives or railcars, or one railcar travelling alone,	DG MOVE changes in the text. The Expert group discussed and



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		travelling alone, running under a given number or specific designation from an initial fixed point to a terminal fixed point. A light engine, i.e. a locomotive travelling on its own, is not considered to be a train.	running under a given number or specific designation from an initial fixed point to a terminal fixed point, including a light engine, i.e. a locomotive travelling on its own.	considered the suggestion from the Russian Federation ( <i>A series of coupled wagons with one or more functioning locomotives or motorized wagons with set signals. Locomotives without wagons, motorized wagons and special self-propelled rolling stock dispatched on open line are considered to be a train.</i> ) but concluded that the existing definition should be continued as it refers to a broader concept of both physical and organizational aspects of a train. Follow-up teleconference on Rail chapter, 10 April 2018 - Approved ERA/DG MOVE changes in the text.
A.IV-06	Types of train	The main categories being considered are: <ul style="list-style-type: none"> <li>- Goods train: Train for the carriage of goods composed of one or more wagons and, possibly, vans moving either empty or under load.</li> <li>- Passenger train: Train for the carriage of passengers composed of one or more passenger railway vehicles and, possibly, vans moving either empty or under load.</li> <li>- Mixed train: Train composed of passenger railway vehicles and of wagons.</li> <li>- Other trains: Trains moving solely for the requirements of the railway enterprise, which involve no payments to third parties.</li> </ul>	The main categories being considered are: <ul style="list-style-type: none"> <li>- Freight (Goods) train: Train for the carriage of goods composed of one or more wagons and, possibly, vans moving either empty or under load.</li> <li>- Passenger train: Train for the carriage of passengers composed of one or more passenger railway vehicles and, possibly, vans moving either empty or under load.</li> <li>- Mixed train: Train composed of passenger railway vehicles and of wagons.</li> <li>- Other trains: Trains moving solely for the requirements of the railway enterprise, which involve no payments to third parties.</li> </ul>	The Expert group discussed and considered the suggestion from the Russian Federation for goods train ( <i>A series of coupled wagons (goods wagons) and possibly vans, with one or more functioning locomotives, moving on track either empty or under load and with set signals.</i> ) but concluded that the existing definition should be continued as the additional information on tracks and set signals is not needed in this definition. Follow-up teleconference on Rail chapter, 10 April 2018 - ERA/DG MOVE proposals: ‘Freight (Goods) train’ instead of ‘Goods train’. <u>Note:</u> ‘Goods’ appear in all transport modes in the Glossary. Freight - only in chapter ‘Air’ (e.g. F.V-21 Freight).

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A.IV-06.1	Metro		<p>“Metro” (also known as “subway”, “metropolitan railway” or “underground”) means an electric railway electric railway for the transport of passengers with the capacity for a heavy volume of traffic and characterized by exclusive rights of way, multi-car trains, high speed and rapid acceleration, sophisticated signalling as well as the absence of level crossings to allow a high frequency of trains and high platform load.</p> <p>Metros are also characterized by closely spaced stations, normally meaning a distance of 700 to 1 200 m between the stations.</p> <p>“High speed” refers to the comparison with trams and light rail, and means here approximately 30 to 40 km/h on shorter distances, 40 to 70 km/h on longer distances rail, and means here approximately 30 to 40 km/h on shorter distances, 40 to 70 km/h on longer distances.</p>	<p>DG MOVE proposal for new definition.</p> <p>Follow-up teleconference on Rail chapter, 10 April 2018 - Final decision – to be deleted.</p>
A.IV-08	Tractive vehicle-kilometre	<p>Unit of measurement representing any movement of an active tractive vehicle over a distance of one kilometre.</p> <p><i>Tractive vehicles running light (without hauling a load) are included. Shunting movements are excluded.</i></p>	<p>Unit of measurement representing any movement of a tractive vehicle over a distance of one kilometre.</p> <p><i>Tractive vehicles running light (without hauling a load) are included. Shunting movements are excluded.</i></p>	<p>Follow-up teleconference on Rail chapter, 10 April 2018 - ERA/DG MOVE deleted ‘an active tractive vehicle’ and replaced by ‘a tractive vehicle’.</p>
A.IV-10	Tonne-kilometre offered	<p>Unit of measurement representing the movement of one tonne of capacity available in a wagon when performing services for which it is primarily intended over one kilometre.</p> <p><i>The distance to be considered is that actually travelled. Shunting and other similar movements are excluded.</i></p>	<p>Unit of measurement representing the movement of one tonne of capacity available in a wagon when performing services for which it is primarily intended over one kilometre.</p> <p><i>The distance to be considered is that actually travelled. Shunting and other similar movements are excluded.</i></p>	<p>SBB AG, S. Weigel, 27.10.17: Not a relevant term.</p> <p>The Expert group discussed and decided to keep the old definition.</p>
A.IV-11	Wagon-kilometre	<p>Unit of measurement representing any movement of a wagon loaded or empty over a distance of one kilometre.</p> <p><i>The distance to be considered is that actually travelled (each country counts the km performed on its territory). Shunting and other similar movements are excluded. All wagon journeys are included irrespective of the ownership of the wagon.</i></p>	<p>Unit of measurement representing any movement of a wagon loaded or empty over a distance of one kilometre.</p> <p><i>The distance to be considered is that actually travelled (each country counts the km performed on its territory). Shunting and other similar movements are excluded. All wagon journeys are included irrespective of the ownership of the wagon.</i></p>	<p>The Expert group discussed and considered the suggestion from the Russian Federation (<i>Unit of measurement representing movement along general-use track over a distance of 1 kilometre:</i>  <i>(a) Of a wagon loaded or empty;</i>  <i>(b) Of a passenger wagon.</i>                  ....) but concluded that the existing definition should be continued as it</p>

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				is not necessary to identify the different wagon functions in this definition.
A.IV-13	Gross-gross tonne-kilometre hauled	Unit of measurement representing the movement over a distance of one kilometre of one tonne of railway vehicle where the weight of tractive vehicle is included. <i>Included are the weights of: tractive unit, hauled railway vehicle and its load. Passengers and their luggage are excluded. Shunting and other similar movements are excluded.</i>	Unit of measurement representing the movement over a distance of one kilometre of one tonne of railway vehicle where the weight of tractive vehicle is included. <i>Included are the weights of: tractive unit, hauled railway vehicle and its load. Passengers and their luggage are excluded. Shunting and other similar movements are excluded.</i>	Follow-up teleconference on Rail chapter, 10 April 2018 - Final decision - to keep.
A.IV-14	Gross tonne-kilometre hauled	Unit of measurement representing the movement over a distance of one kilometre of one tonne of hauled vehicles (and railcars) and contents. <i>The weight of railcars is included, whereas the weight of locomotives is excluded. Passengers and their luggage are excluded. Shunting and other similar movements are excluded.</i>	Unit of measurement representing the movement over a distance of one kilometre of one tonne of hauled vehicles (and railcars) and contents. <i>The weight of railcars is included, whereas the weight of locomotives is excluded. Passengers and their luggage are excluded. Shunting and other similar movements are excluded.</i>	Follow-up teleconference on Rail chapter, 10 April 2018 - Final decision - to keep.
<b>A.V TRANSPORT MEASUREMENT</b>				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
A.V-02	Types of railway transport	The main categories are: <del>Revenue earning railway transport: Transport conveyed for an outside party against payment</del> <del>Service railway transport: Transport which the railway enterprise performs in order to meet its internal requirements whether or not such transport is revenue earning.</del>	The main categories are: <del>Revenue earning railway transport: Transport conveyed for an outside party against payment</del> <del>Service railway transport: Transport which the railway enterprise performs in order to meet its internal requirements whether or not such transport is revenue earning.</del>	Follow-up teleconference on Rail chapter, 10 April 2018 - deleted (ERA/DG MOVE).
A.V-02	National railway transport	Railway transport between two places (a place of loading/embarkation and a place of unloading/disembarkation) located in the same country. <i>It may involve transit through a second country.</i>	Railway transport between two places (a place of loading/embarkation and a place of unloading/disembarkation) located in the same country. <i>It may involve transit through a second country. Sometimes refers to domestic railway transport.</i>	Follow-up teleconference on Rail chapter, 10 April 2018 - to keep ‘National railway transport’. To add in Italics: ‘Sometimes refers to domestic railway transport’.
A.V-05	Rail passenger	Any person, excluding members of the train crew, who makes a journey by rail. <i>Passengers making a journey solely by railway</i>	Any person, excluding members of the train crew, who makes a journey by rail. <i>Passengers making a journey solely by railway operated</i>	Follow-up teleconference on Rail chapter, 10 April 2018 - ERA/DG MOVE proposal – to delete the first

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		<i>operated ferry or bus services are excluded.</i>	<i>ferry or bus services are excluded. Passengers for whose transportation a rail enterprise does not receive commercial remuneration are included as well.</i>	sentence of this proposal (keep the rest): ‘Passengers trying to embark/disembark onto/from a moving train (such as train surfers) are included’.
A.V-07	Revenue rail passenger	<del>A passenger for whose transportation a rail enterprise receives commercial remuneration.</del>	<del>A passenger for whose transportation a rail enterprise receives commercial remuneration.</del>	Follow-up teleconference on Rail chapter, 10 April 2018 - ERA/DG MOVE - deleted definition.
A.V-07	Rail passenger embarked	Passenger who boards a railway vehicle to be conveyed by it. <i>A passenger transfer from one railway vehicle directly to another one, regardless of the railway transport operator, is not regarded as disembarkation / embarkation. Whenever during the transfer another mode of transport is used, this is to be regarded as disembarkation from a railway vehicle followed by a subsequent embarkation on a railway vehicle.</i>	Passenger who boards a railway vehicle to be conveyed by it. <i>A passenger transfer from one railway vehicle directly to another one, regardless of the railway transport operator, is not regarded as disembarkation / embarkation. Whenever during the transfer another mode of transport is used, this is to be regarded as disembarkation from a railway vehicle followed by a subsequent embarkation on a railway vehicle.</i>	2018/01/30 Sweden: A.V-09 (rail passenger embarked): "This term is defined in a strange way. Seems to be the same as A.V.-11. It is better to delete the text in italics. This would give a definition consistent with UITP:s, "number of journeys defined as boarding in a public transport vehicle", <a href="http://www.uitp.org/sites/default/files/cck-focus-papers-files/UITP_Statistics_PT_in_EU_DEF_0.pdf">http://www.uitp.org/sites/default/files/cck-focus-papers-files/UITP_Statistics_PT_in_EU_DEF_0.pdf</a> ." Follow-up teleconference on Rail chapter, 10 April 2018 - To keep text in Italics as in the 4 <sup>th</sup> edition of the Glossary.
A.V-09	Rail passenger journey	The combination between the place of embarkation and the place of disembarkation of the passengers conveyed by rail whichever itinerary is followed on the railway network.	The combination between the place of embarkation and the place of disembarkation of the passengers conveyed by rail whichever itinerary is followed on the railway network.	The Expert group discussed and considered the suggestion from the Russian Federation ( <i>The combination of itineraries followed between the place of embarkation and the place of disembarkation of passengers conveyed by rail. It includes all possible itineraries between the place of embarkation and the place of disembarkation. These places are determined using international systems, such as the Eurostat Nomenclature of</i>

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				<i>Territorial Units for Statistics (NUTS), and national systems.) but concluded that the existing definition should be continued as there is not a clear need to reference nomenclature systems in the Glossary.</i>
A.V-13	Types of consignment	The main categories are: - Full train load: Any consignment comprising a train with one or several wagon loads transported together for one consignor with no change in train composition from a single point of loading to a single point of unloading - Full wagon load: Any consignment of goods requiring the exclusive use of a wagon throughout its journey whether the full wagon loading capacity is utilised or not; wagons in a full train load are excluded - Smalls / small load: Any consignment other than full train loads or full wagon loads.	The main categories are: - Full train load: Any consignment comprising a train with one or several wagon loads transported together for one consignor with no change in train composition from a single point of loading to a single point of unloading - Full wagon load: Any consignment of goods requiring the exclusive use of a wagon throughout its journey whether the full wagon loading capacity is utilised or not; wagons in a full train load are excluded - Smalls / small load: Any consignment other than full train loads or full wagon loads.	Follow-up teleconference on Rail chapter, 10 April 2018 - proposal of Latvian Railway to delete this definition. The Expert group discussed and considered the suggestion from country Latvia but concluded that the existing definition is still necessary and should be kept. Final decision – to keep.
A.V-14	Goods carried by rail	Any goods moved by rail vehicles. <i>This includes all packaging and equipment, such as containers, swap bodies or pallets as well as road goods vehicles carried by rail.</i>	Any goods moved by rail vehicles. <i>This includes all packaging and equipment, such as intermodal transport units (ITU) and pallets as well as road goods vehicles carried by rail.</i>	The Expert group discussed and considered the suggestion from the Russian Federation ( <i>This includes all packaging and equipment, such as intermodal transport units (ITUs) and motor vehicles, swap-bodies or pallets carried by rail.</i> ) and agreed to add reference to ITUs. Follow-up teleconference on Rail chapter, 10 April 2018 - Eurostat proposal for change of the content, approved by the Experts group.
A.V-25	International goods transport by rail – loaded (outgoing)	Goods carried by rail between a place of loading located in the reporting country and a place of unloading in another country. <i>Goods in transit throughout are not included. Wagons loaded on a railway network and carried by ferry to a foreign network are included.</i>	Goods carried by rail between a place of loading located in the reporting country and a place of unloading in another country. <i>Goods in transit throughout are not included. Wagons loaded on a railway network and carried by ferry to a foreign network are included.</i>	Proposal of Latvian railway: instead of outgoing – export. The Expert group discussed and considered the suggestion from country Latvia but concluded that the existing definition should be continued to avoid possible

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				conflicts with national accounts definitions.
A.V-26	International goods transport by rail – unloaded (incoming)	Goods carried by rail between a place of loading located in a foreign country and a place of unloading in the reporting country. <i>Goods in transit throughout are not included. Wagons loaded on a foreign railway network and carried by ferry to the reporting network are included.</i>	Goods carried by rail between a place of loading located in a foreign country and a place of unloading in the reporting country. <i>Goods in transit throughout are not included. Wagons loaded on a foreign railway network and carried by ferry to the reporting network are included.</i>	Proposal of Latvian railway: instead of incoming – import. The Expert group discussed and considered the suggestion from country Latvia but concluded that the existing definition should be continued to avoid possible conflicts with national accounts definitions.
A.V-27	Goods in transit by rail throughout	Goods carried by rail through the reporting country between two places (place of loading/unloading) outside the reporting country. <i>Wagons entering and/or leaving the reporting network by ferry are included.</i>	Goods carried by rail through the reporting country between two places (place of loading/unloading) outside the reporting country. <i>Wagons entering and/or leaving the reporting network by ferry are included.</i>	Proposal of Latvian railway: instead of goods in transit by rail throughout – overland transit. The Expert group discussed and considered the suggestion from country Latvia but concluded that the existing definition should be continued as wagons entering or leaving by ferry are included.

**A.VI ENERGY CONSUMPTION** - The sub-section ‘VI. Energy consumption’ was removed from this chapter. The Energy consumption definitions can be found in the new chapter ‘H. Energy consumption’, section ‘H.III Energy consumption by the transport sector’.

**A.VI ACCIDENTS**

Code of the definition 1	Title of the Definition 2	Old definition (4 <sup>th</sup> edition) 3	New/changed/removed definition (5 <sup>th</sup> edition) 4	Description of the Modification 5
A.VI-02	Incident		Any safety occurrence, other than an accident, affecting the safety of railway operations. <i>Also sometimes referred to as (accident) precursor, or near-miss.</i>	DG MOVE proposal for new definition.
A.VI-08	Casualty		Any person killed or injured as a result of an injury accident, excluding attempted suicides’.	Eurostat proposal for new definition.
A.VI-09	Person killed (Fatality)		<del>Any person killed immediately or dying within 30 days as a result of an accident.</del> <i>It includes passengers, employees and other specified or unspecified persons involved in a rail injury accident.</i>	UNECE proposal, 29.05.2018: Person killed (Fatality) was deleted as it overlaps with A.VI-09 Person killed.
A.VI-09	Person killed		Any person killed immediately or dying within 30 days as a result of an injury accident, excluding suicides.	UNECE proposal, 29.05.2018: The definition for Person killed was

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			<i>It includes passengers, employees and other specified or unspecified persons involved in a rail injury accident. A killed person is excluded if the competent authority declares the cause of death to be suicide, i.e. a deliberate act to injure oneself resulting in death. For countries that do not apply the threshold of 30 days, conversion coefficients are estimated so that comparisons on the basis of the 30 day-definition can be made.</i>	corrected (excluding suicides, not excluding attempted suicides). Added ‘It includes passengers, employees and other specified or unspecified persons involved in a rail injury accident’.
A.VI-10	Person injured		Any person who as result of an injury accident was not killed immediately or not dying within 30 days, but sustained an injury, normally needing medical treatment, excluding attempted suicides. <i>Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.</i> An injured person is excluded if the competent authority declares the cause of the injury to be attempted suicide by that person, i.e. a deliberate act to injure oneself resulting in injury, but not in death.	Eurostat proposal for new definition.
A.VI-11	Person seriously injured		Any person injured who was hospitalised for more than 24 hours as a result of an accident, excluding attempted suicides.	Eurostat proposal for new definition.
A.VI-12	Person slightly injured		Any person injured excluding persons killed or seriously injured, excluding attempted suicides. <i>Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.</i>	Eurostat proposal for new definition.
A.VI-11 (old A.VII-10)	Person injured	<b>Person seriously injured</b> Any person injured who was hospitalised for more than 24 hours as a result of an accident. <b>Person slightly injured</b> Any person injured excluding persons killed or seriously injured. <i>Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.</i>	<b>A.VII-11.1 Casualty</b> Any person killed or injured as a result of an injury accident, excluding attempted suicides’- <b>A.VII-11.2 Person killed</b> Any person killed immediately or dying within 30 days as a result of an injury accident, excluding attempted suicides. <i>A killed person is excluded if the competent authority declares the cause of death to be suicide, i.e. a deliberate act to injure oneself resulting in death. For countries that do not apply the threshold of 30 days, conversion coefficients are estimated so that comparisons on the basis of the 30 day definition can be made.</i> <b>A.VII-11.3 Person injured</b>	DG MOVE proposals: ‘, excluding attempted suicides’. Follow-up teleconference on Rail chapter, 10 April 2018 – Approved. Eurostat proposed to replace A.VII-10 with Casualty; Person killed; Person injured; Person seriously injured; Person slightly injured. Artemis added ‘Casualty’; ‘Person killed’; ‘Person injured’: As suggested by the UNECE on 24.05.2018, the definitions were split (the same order as in the Road chapter).



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			<p>Any person who as result of an injury accident was not killed immediately or not dying within 30 days, but sustained an injury, normally needing medical treatment, excluding attempted suicides.  <i>Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.</i>  <i>An injured person is excluded if the competent authority declares the cause of the injury to be attempted suicide by that person, i.e. a deliberate act to injure oneself resulting in injury, but not in death.</i></p> <p><b>A.VII-11.4 Person seriously injured</b>          Any person injured who was hospitalised for more than 24 hours as a result of an accident, excluding attempted suicides.</p> <p><b>A.VII-11.5 Person slightly injured</b>          Any person injured excluding persons killed or seriously injured, excluding attempted suicides.  <i>Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.</i></p>	
A.VI-13	Collision	<p><b>Collisions (collision of trains), including collisions with obstacles within the clearance gauge</b>          Front to front or front to end impacts between two trains or a (side) impact between one train and part of another train not clear of the loading gauge, or a train impacting with:</p> <p>a) Shunting movements          b) Fixed objects such as buffer stops or          c) Objects temporarily present at or near the track (except at level crossings), such as rocks, landslides, trees, lost parts of railway vehicles, road vehicles and machines or equipment for track maintenance.</p>	<p><b>Collision</b>  <b>Collision of train with rail vehicle</b>          A front to front, front to end or a side impact between a part of a train and a part of another train or rail vehicle, or with shunting rolling stock.</p> <p><b>Collision of train with obstacle within the clearance gauge</b>          An impact between a part of a train and objects fixed or temporarily present on or near the track (except at level crossings if lost by a crossing vehicle or user), including impacts with overhead contact lines.</p>	<p>Follow-up teleconference on Rail chapter, 10 April 2018 - ERA/DG MOVE proposal for new title and new text, revised wording by the UNECE – ‘impact’ instead of ‘collision’.</p>
A.VI-15	Level crossing accidents	<p>Any accident at level crossings involving at least one railway vehicle and one or more crossing vehicles, other users of the road such as pedestrians or other objects temporarily present at or near the track.</p> <p>- Level crossing: Any level intersection between a road and a railway, as authorised by the</p>	<p>Any accident at level crossings involving at least one railway vehicle and one or more crossing vehicles, other users of the road such as pedestrians or other objects temporarily present at or near the track.</p>	<p>Follow-up teleconference on Rail chapter, 10 April 2018 - To keep only the first part of the ERA/DG MOVE proposal. Deleted text from here to be inserted it in A.I Infrastructure (in Italics).</p>



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		<p>infrastructure manager and open to public or private road users. Passages between platforms within stations are excluded.</p> <ul style="list-style-type: none"> <li>- Road: For the purpose of Rail Accidents Statistics, any public or private road, street or highway, including footpaths and bicycle lane.</li> </ul>		
A.VI-18	Category of person in railway accident statistics	<ul style="list-style-type: none"> <li>- Rail passenger: Any person, excluding members of the train crew, who makes a trip by rail. For accident statistics, passengers trying to embark/disembark onto/from a moving train are included :</li> <li>- Employees (staff of contractors and self-employed contractors are included): Any person whose employment is in connection with a railway and is at work on duty at the time of the accident. It includes the crew of the train and persons handling rolling stock and infrastructure installations</li> <li>- Level crossing users: Persons using a level crossing to cross the railway line by any mean of transportation or by foot</li> <li>- Unauthorised persons on railway premises: Any persons present in railway premises where such presence is forbidden, with the exception of level crossing users.</li> </ul>	<ul style="list-style-type: none"> <li>- <b>Rail passenger:</b> Any person, excluding members of the train crew, who makes a trip by rail. For accident statistics, passengers trying to embark/disembark onto/from a moving train are included.</li> <li>- <b>Employee or contractor:</b> Any person whose employment is in connection with a railway and is at work on duty at the time of the accident. It includes the crew of the train and persons handling rolling stock and infrastructure installations</li> <li>- <b>Level crossing user:</b> Persons using a level crossing to cross the railway line by any mean of transportation or by foot.</li> <li>- <b>Trespasser (Unauthorised persons on railway premises):</b> Any persons present in railway premises where such presence is forbidden, with the exception of level crossing users.</li> <li>- <b>Others:</b> <ul style="list-style-type: none"> <li>- <b>Other person at platform:</b> means any person at a railway platform who is not defined as “passenger”, “employee or contractor”, “level crossing user”, “other person not at a platform” or “trespasser”.</li> <li>- <b>Other person not at platform:</b> means any person not at a railway platform who is not defined as “passenger”, “employee or contractor”, “level crossing user”, “other person at a platform” or “trespasser”.</li> </ul> </li> </ul>	<p>Follow-up teleconference on Rail chapter, 10 April 2018 - ERA/DG MOVE proposal for definition. Eurostat proposal to add heading ‘Others’ to correspond to the legislation.</p>
A.VI-20	Suicide		<p>Act to deliberately injure oneself resulting in death, as recorded and classified by the competent national authority.</p>	
A.VI-21	Attempted suicide		<p>Act to deliberately injure oneself resulting in serious injury, but not in death, as recorded and classified by the competent national authority.</p>	

**B. ROAD TRANSPORT**

**Modifications of the definitions made in the 5<sup>th</sup> edition of the Glossary for transport statistics**

<b>B.I INFRASTRUCTURE</b>				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
B.I-05	Category of road	Roads are categorised according to three internationally comparable types: a) Motorway b) Road inside a built-up area c) Other road (outside built-up area).	Roads are categorised according to three internationally comparable types: a) Motorway; b) Road inside a built-up area; C) Road outside a built-up area (express roads, 2+1 roads and others).	Added terminology for roads inside built-up areas – derived from B.I-08. 22-23.03.2018: Update the categories of roads as follows: a) Motorway; b) Road inside a built-up area; C) Road outside a built-up area (express roads, 2+1 roads and others). Sweden proposed to add express roads and 2+1 roads (a specific category of three-lane road).
B.I-07	Express road	Road specially built for motor traffic, which does not serve adjacent properties, and: a) Does not normally have separation of carriageways for the two directions of traffic b) Is accessible only from interchanges or controlled junctions c) Is specially sign-posted as an express road and reserved for specific categories of road motor vehicles d) On which stopping and parking on the running carriageway are prohibited. <i>Entry and exit lanes are included irrespective of the location of the sign-posts.</i> <i>Urban express roads are also included.</i>	Road specially built for motor traffic, which does not serve adjacent properties, and: a) Is accessible only from interchanges or controlled junctions; b) Is specially sign-posted as an express road and reserved for specific categories of road motor vehicles; c) On which stopping and parking on the running carriageway are prohibited. <i>Entry and exit lanes are included irrespective of the location of the sign-posts.</i> <i>Urban express roads are also included.</i>	07.05.2018 – Teleconference - deleted bullet a) Does not normally have separation of carriageways for the two directions of traffic.
B.I-08	2+1 road		A type of road, consisting of two lanes in one direction and one lane in the other, typically alternating every few kilometres to allow periodic overtaking in both directions. <i>Can be equipped with a median barrier and may or may not be classified as a 2+1 express road.</i>	07.05.2018 – Teleconference Proposed new definition. UNECE deleted: <i>‘It may or may not have physical separation of the two directions of traffic, typically with a steel cable barrier. 2+1 road is a three-lane road, consisting of two lanes in one direction and one lane</i>

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				<i>in the other, alternating at a certain distance’.</i>
B.I-09	2+1 express road		A type of express road, consisting of two lanes in one direction and one lane in the other, typically alternating every few kilometres to allow periodic overtaking in both directions. <i>It may or may not have physical separation of the two directions of traffic, typically with a steel cable barrier.</i>	07.05.2018 – Teleconference Proposed new definition. UNECE deleted: ‘A 2+1 express road can be equipped with a median barrier’.
B.I-10	Road inside a built-up area	Road within the boundaries of a built-up area, with entries and exits sign-posted as such. <i>Roads inside a built-up area often have a maximum speed limit of around 50 km/h. Excluded are motorways, express roads and other roads of higher speed traversing the built-up area, if not sign-posted as built-up roads. Streets are included.</i>	Road within the boundaries of a built-up area, with entries and exits sign-posted as such. <i>Excluded are motorways, express roads and other roads of higher speed traversing the built-up area, if not sign-posted as built-up roads. Streets are included.</i>	Changed Title from “road (inside a built-up area: urban road)” to “Urban road (inside a built-up area)” 22-23.03.2018: removed ‘Urban’ form the title. Deleted ‘Roads inside a built-up area often have a maximum speed limit of around 50 km/h’.
B.I-11	Road outside a built-up area	Road outside the boundaries of a built-up area, which is an area with entries and exits sign-posted as such.	Road outside the boundaries of a built-up area, which is an area with entries and exits sign-posted as such. <i>Motorways are excluded.</i>	Changed title from “Road outside a built-up area” to “Other road (outside a built-up area)” 22-23.03.2018: keep title. Added in italics: “Motorways are excluded”.
B.I-15	Bus lane	Part of a carriageway designated for buses and distinguished from the rest of the carriageway by longitudinal road markings. Taxis and, in some cases, cars occupied by several passengers may also be allowed to use a bus lane.	Part of a carriageway designated for buses and distinguished from the rest of the carriageway by longitudinal road markings. <i>Taxis and, in some cases, cars occupied by several passengers or low emission cars may also be allowed to use a bus lane. In some cases other vehicles might be allowed.</i>	2018/01/30 Finland proposal. 22-23.03.2018: Added as last sentence ‘In some cases other vehicles might be allowed’. Illustration.
B.I-17	(Bi)cycle lane	Part of a carriageway designated for cycles and distinguished from the rest of the carriageway by longitudinal road markings. <i>Mopeds may also be allowed to use a cycle lane.</i>	Part of a carriageway designated for use by cyclists and distinguished from the rest of the carriageway by longitudinal road markings. <i>Cycle lanes can be distinguished between advisory and mandatory, on whether or not other motor vehicle are allowed to enter the lane. Some cycle lanes allow cyclists to ride against the flow of one-way streets (contra-flow cycling). Certain types of Mopeds may also be allowed to use a</i>	16.04.2018 –DG MOVE proposed a new definition. Illustration.

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			<i>cycle lane. Some lanes can be available for both buses and cyclists (Shared bus cycle lanes).</i>	
B.I-18	(Bi)cycle track	Independent road or part of a road designated for cycles and sign-posted as such. A cycle track is separated from other roads or other parts of the same road by structural means. Mopeds may also be allowed to use the cycle track.	Independent road or part of a road designated for use by cyclists and sign-posted as such. A cycle track is separated from other roads or other parts of the same road by structural means. <i>Certain types of Mopeds may also be allowed to use the cycle track.</i>	16.04.2018 –DG MOVE proposed a new definition. Illustration.
<del>B.I-18</del>	<del>Urban area</del>	<del>Area within the administrative boundary or a set of administrative boundaries of a core city (settlement). Urban areas may be classified by size according to number of inhabitants: a) 10 000 to 49 999 – small b) 50 000 to 249 999 – medium c) 250 000 or more – large. Urban areas will comprise territorial units having a larger number of inhabitants, with most of those, but not necessarily all, living in built-up areas. Built-up areas as defined in B.I-05 may include villages and towns in rural districts.</del>		Artemis: Reference unclear... There is no definition of built-up areas in B.I-05. 22-23.03.2018: Sweden and DG MOVE proposal to use OECD-EU definition for B.I-18 Urban area. To move this definition to the new ‘Passenger mobility’ chapter/annex.
<b>B.II TRANSPORT EQUIPMENT (VEHICLES)</b>				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
B.II-05	(Bi)cycle	A road vehicle which has two or more wheels and generally is propelled solely by the muscular energy of the persons on that vehicle, in particular by means of a pedal system, lever or handle (e.g. bicycles, tricycles, quadricycles and invalid carriages). <i>Included are cycles with supportive power unit</i>	A road vehicle which has two or more wheels and generally propelled by the muscular energy of the persons on that vehicle, in particular by means of a pedal system, lever or handle (e.g. bicycles, tricycles, quadricycles and invalid carriages). <i>Included are cycles with supportive power unit (e.g. E-Bikes, pedelecs).</i>	Added E-Bikes to reflect modern trends - DG MOVE proposal.
B.II-06	Road motor vehicle	A road vehicle fitted with an engine whence it derives its sole means of propulsion, which is normally used for carrying persons or goods or for drawing, on the road, vehicles used for the carriage of persons or goods.	A road vehicle fitted with an engine whence it derives its sole means of propulsion, which is normally used for carrying persons or goods by road, or for drawing, on the road, vehicles used for the carriage of persons or goods.	Update according to the formulation in Reg. 70/2012. Added categories of road motor vehicles – already approved definitions adopted by the UNECE WP6.

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				<p>22-23.03.2018: Deleted text for categories of road motor vehicles (a list of categories moved to B.II-42):                  ‘The following categories of road motor vehicles are considered:</p> <ul style="list-style-type: none"> <li>a) Petrol vehicle: road motor vehicle using petrol for propulsion containing up to 10 per cent Bioethanol (like E5 up to E10)                      .....</li> <li>q) Bi-fuel vehicle: road motor vehicle with a single engine using either diesel or petrol and one of the following: CNG, LNG, LPG or hydrogen for propulsions...’</li> </ul> <p>Deleted text in Italics: <i>The statistics exclude motor vehicles running on rails for all categories.</i></p>
B.II-08	Passenger road motor vehicle		<p>A road motor vehicle, exclusively designed or primarily, to carry one or more persons. Refers to categories L and M of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).</p> <p><i>Included are:</i></p> <ul style="list-style-type: none"> <li>a) Motorcycles.</li> <li>b) Mopeds.</li> <li>c) Passenger cars.</li> <li>d) Vans designed and used primarily for transport of passengers.</li> <li>e) Taxis.</li> <li>f) Hire cars.</li> <li>g) Ambulances.</li> <li>h) Buses, coaches and minibuses.</li> </ul>	<p>2018/01/30 Finland: Microcars could be included in B.II.A-08 Passenger road motor vehicle, but it may be confusing to include microcars in B.II.A-11 Passenger car, which is separate vehicle class in vehicle register and always requires permit to be driven.</p> <p>22-23.03.2018: Added reference to the UN Consolidated Resolution on the Construction of Vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.6) by UNECE: Refers to categories L and M of the UN Consolidated Resolution on the Construction of Vehicles (R.E. 3).</p>

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			<p>i) Tram.</p> <p>j) Motor Homes.</p> <p><i>Excluded are light goods road vehicles, cf. definition B.II-21.</i></p>	Deleted k) Shared cars.
B.II-09	Moped	<p>Two, three or four-wheeled road motor vehicle which is fitted with an engine having a cylinder capacity of less than 50cc (3.05 cu.in) and a maximum authorized design speed in accordance with national regulations.</p> <p><i>Registered and non-registered mopeds in use are included, whether or not they have a number plate. Some countries do not register all mopeds.</i></p>	<p>Two, three or four-wheeled road motor vehicle which is fitted with an engine having a cylinder capacity of less than 50cc (3.05 cu.in) and a maximum authorized design speed in accordance with national regulations. Where limitations concerning the engine displacement are not applicable a restriction in terms of motor power may be in force. Refers to categories L<sub>1</sub> and L<sub>2</sub> of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).</p> <p><i>Registered and non-registered mopeds in use are included, whether or not they have a number plate. Some countries do not register all mopeds.</i></p>	<p>Added reference to the engine power as a distinguishing criteria (e.g. in SE – maybe increasingly interesting with more and more E-Scooters on the market)</p> <p>Added reference to the UN Consolidated Resolution on the Construction of Vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.6) by UNECE: Refers to categories L1 and L2 of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).                  Illustrations.</p>
B.II-10	Motorcycle	<p>Two-, three- or four-wheeled road motor vehicle not exceeding 400 kg (900 lb) of unladen weight. All such vehicles with a cylinder capacity of 50 cc or over are included, as are those under 50 cc which do not meet the definition of moped.</p>	<p>Two-, three- or four-wheeled road motor vehicle not exceeding 400 kg (900 lb) of unladen weight. All such vehicles with a cylinder capacity of 50 cc or over are included, as are those under 50 cc which do not meet the definition of moped. Refers to categories L<sub>3</sub>, L<sub>4</sub>, L<sub>5</sub>, L<sub>6</sub> and L<sub>7</sub> of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).</p>	<p>Added reference to the UN Consolidated Resolution on the Construction of Vehicles (R.E. 3) (ECE/TRANS/WP.29/78/Rev.6) by UNECE: Refers to categories L<sub>3</sub>, L<sub>4</sub>, L<sub>5</sub>, L<sub>6</sub> and L<sub>7</sub> of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).                  Illustrations.</p>
B.II-11	Passenger car	<p>Road motor vehicle, other than a moped or a motor cycle, intended for the carriage of passengers and designed to seat no more than nine persons (including the driver).</p> <p>Included are:</p> <p>a) Passenger cars</p> <p>b) Vans designed and used primarily for transport of passengers</p> <p>c) Taxis</p> <p>d) Hire cars</p> <p>e) Ambulances</p>	<p>Road motor vehicle, other than a moped or a motor cycle, intended for the carriage of passengers and designed to seat no more than nine persons (including the driver). Refers to category M<sub>1</sub> of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).</p> <p><i>Included are:</i></p> <p>a) Passenger cars.</p> <p>b) Vans designed and used primarily for transport of passengers.</p> <p>c) Taxis.</p> <p>d) Hire cars.</p>	<p>Added a reference to rules regarding the use of micro cars.</p> <p>Deleted g) Shared cars.</p> <p>Added reference to the UN Consolidated Resolution on the Construction of Vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.6) by UNECE: Refers to category M<sub>1</sub> of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).                  Illustration.</p>

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		<p>f) <b>Motor homes.</b>                  Excluded are light goods road vehicles, cf. definition B.II.A-22, as well as motor-coaches and buses, cf. definitions B.II.A-15, and mini-buses/mini-coaches, cf. definitions B.II.A-17.                  "Passenger car" includes microcars (needing no permit to be driven), taxis and passenger hire cars, provided that they have fewer than ten seats.</p>	<p>e) <b>Ambulances.</b>                  f) <b>Motor homes.</b>                  Excluded are light goods road vehicles, cf. definition B.II.A-21, as well as motor-coaches and buses, cf. definitions B.II.A-14 and B.II.A-15, and mini-buses/mini-coaches, cf. definitions B.II.A-16.                  "Passenger car" includes microcars (needing no permit or having the same requirements as mopeds to be driven), taxis and passenger hire cars, provided that they have fewer than ten seats.</p>	
B.II-12	Taxi	<p>Licensed passenger car for hire with driver without predetermined routes.  <i>The method of hire is normally:</i>                  a) <i>Flagging down on the street.</i>                  b) <i>Picking up at a designated taxi rank.</i>                  c) <i>Telephoning for collection.</i></p>	<p>Licensed passenger car for hire with driver without predetermined routes.  <i>The method of hire is normally:</i>                  a) <i>Flagging down on the street.</i>                  b) <i>Picking up at a designated taxi rank.</i>                  c) <i>Telephoning or using other electronic means for collection.</i></p>	<p>2018/01/30 Finland proposed d) Using mobile app for collection.                  DG MOVE proposed e) Smartphone, apps, internet.                  Eurostat proposed c) Telephoning or using other electronic means for collection. Eurostat proposal was approved.</p>
B.II-13	Caravan	<p>Road vehicle designed as living accommodation for haulage by a motor vehicle.</p>	<p>Road vehicle designed as living accommodation for haulage by a motor vehicle. Refers to special purpose vehicle in category M<sub>1</sub> of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).  <i>A caravan is mainly intended for recreational purposes. It is not used for carriage of goods or passengers. Excluded are tent trailers with a built-in tent: they are considered as a trailer for the transport of goods.</i></p>	<p>Added reference to the UN Consolidated Resolution on the Construction of Vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.6) by UNECE: Refers to special purpose vehicle in category M<sub>1</sub> of the UN Consolidated Resolution on the Construction of Vehicles (R.E. 3).</p>
B.II.A-14	Motor coach, mini-coach, bus or mini-bus	<p><del>Passenger road motor vehicle designed to seat more than nine persons (including the driver). Included are mini-buses and mini-coaches designed to seat more than 9 persons (including the driver).</del></p>	<p><del>Passenger road motor vehicle designed to seat more than nine persons (including the driver). Included are mini-buses and mini-coaches designed to seat more than 9 persons (including the driver).</del></p>	<p>Sweden: to change B.II.A-14 and B.II.A-18 to be mutually exclusive and commonly exhaustive.                  22-23.03.2018: deleted definition.</p>
B.II-14	Bus	<p>Passenger road motor vehicle designed to carry more than 24 persons (including the driver), and with provision to carry seated as well as standing passengers.                  The vehicles may be constructed with areas for standing passengers, to allow frequent passenger movement, or designed to allow the carriage of standing passengers in the gangway.</p>	<p>Passenger road motor vehicle designed to carry more than 24 persons (including the driver), and with provision to carry seated as well as standing passengers. Refers to class I and class II of categories M<sub>2</sub> and M<sub>3</sub> of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).  <i>The vehicles may be constructed with areas for standing passengers, to allow frequent passenger movement, or designed to allow the carriage of standing passengers in</i></p>	<p>22-23.03.2018: added at the end of the definition, in Italics 'Exclude trolleybuses'; added reference to the UN Consolidated Resolution on the Construction of Vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.6) by UNECE: Refers to class I and class II of categories M<sub>2</sub> and M<sub>3</sub> of the UN Consolidated Resolution on the</p>



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			<i>the gangway.</i> <i>Exclude trolleybuses.</i>	Construction of Vehicles (R.E.3). Illustration.
B.II-15	Motor coach	Passenger road motor vehicle designed to seat 24 or more persons (including the driver) and constructed exclusively for the carriage of seated passengers.	Passenger road motor vehicle designed to seat 24 or more persons (including the driver) and constructed exclusively for the carriage of seated passengers. Refers to class III of categories M <sub>2</sub> and M <sub>3</sub> of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3). <i>Exclude trolleybuses.</i>	22-23.03.2018: added at the end of the definition, in Italics: ‘Exclude trolley buses’; added reference to the UN Consolidated Resolution on the Construction of Vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.6) by UNECE: Refers to class III of categories M <sub>2</sub> and M <sub>3</sub> of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3). Illustration.
B.II-16	Mini-bus/mini-coach	Passenger road motor vehicle designed to carry 10-23 seated or standing persons (including the driver). <i>The vehicles may be constructed exclusively to carry seated passengers or to carry both seated and standing passengers.</i>	Passenger road motor vehicle designed to carry 10-23 seated or standing persons (including the driver). Refers to class A and class B of categories M <sub>2</sub> and M <sub>3</sub> of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3). <i>The vehicles may be constructed exclusively to carry seated passengers or to carry both seated and standing passengers.</i> <i>Exclude trolleybuses.</i>	22-23.03.2018: added at the end of the definition, in Italics: ‘Exclude trolleybuses’; added reference to the UN Consolidated Resolution on the Construction of Vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.6) by UNECE: Refers to class A and class B of categories M <sub>2</sub> and M <sub>3</sub> of the UN Consolidated Resolution on the Construction of Vehicles (R.E. 3). Illustration.
B.II-17	Trolleybus	Passenger road vehicle designed to seat more than nine persons (including the driver), which is connected to electric conductors and which is not rail-borne. <i>This term covers vehicles which may be used either as trolleybuses or as buses, if they have a motor independent of the main electric power supply.</i>	Passenger road vehicle designed to seat more than nine persons (including the driver), which is connected to electric conductors and which is not rail-borne. <i>This term covers vehicles which may be used either as trolleybuses or as buses, if they have a motor independent of the main electric power supply.</i>	Sweden proposed to change B.II.A-15 Bus and B.II.A-18 Trolleybus to be mutually exclusive and commonly exhaustive. Illustration.
B.II-18	Tram (street-car, also A.II-11)	Passenger or freight road vehicle designed to seat more than nine persons (including the driver) or to transport freight, which is rail borne and connected to electric conductors or powered by diesel engine. The tramway is generally integrated into the urban road system.	Passenger or freight road vehicle designed to seat more than nine persons (including the driver) or to transport freight, which is rail borne and connected to electric conductors or powered by diesel engine. The tramway is generally integrated into the urban road system.	Changed title from “Tram (street-car)” to “Tram (street-car, also A.II.A-11)”.
B.II-20	Goods road vehicle	Road vehicle designed, exclusively or primarily, to carry goods.	Road vehicle designed, exclusively or primarily, to carry goods. Includes categories N and O of the UN	Added reference to vehicles used by craftsmen eg.



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		<p>Included are:</p> <p>a) Light goods road vehicles with a gross vehicle weight of not more than 3 500 kg, designed exclusively or primarily, to carry goods, e.g. vans and pick-ups</p> <p>b) Heavy goods road vehicles with a gross vehicle weight above 3 500 kg, designed, exclusively or primarily, to carry goods</p> <p>c) Road tractors</p> <p>d) Agricultural tractors permitted to use roads open to public traffic.</p>	<p>Consolidated Resolution on the Construction of Vehicles (R.E.3).</p> <p><i>Included are:</i></p> <p>a) <i>Light goods road vehicles with a gross vehicle weight of not more than 3 500 kg, designed exclusively or primarily, to carry goods or to be used by craftsmen, e.g. vans, pick-ups, and two- or three-wheeled vehicles;</i></p> <p>b) <i>Heavy goods road vehicles with a gross vehicle weight above 3 500 kg, designed, exclusively or primarily, to carry goods;</i></p> <p>c) <i>Road tractors;</i></p> <p>d) <i>Trailers and semi-trailers;</i></p> <p>e) <i>Agricultural tractors permitted to use roads open to public traffic.</i></p>	<p>Added semi-trailer tractors as synonymous term (also see B.II.A-27).</p> <p>22-23.03.2018: Added: d) Trailers and semi-trailers. Added reference to the UN Consolidated Resolution on the Construction of Vehicles (R.E.3)ECE/TRANS/WP.29/78/Rev.6) by UNECE:</p> <ul style="list-style-type: none"> <li>- Includes categories N and O of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).</li> <li>- Included are:             <ul style="list-style-type: none"> <li>a) Light goods road vehicles with a gross vehicle weight of not more than 3 500 kg, designed exclusively or primarily, to carry goods or to be used by craftsmen, e.g. vans, pick-ups, and two- or three-wheeled vehicles.</li> </ul> </li> </ul>
B.II-21	Light goods road vehicle	<p>Goods road vehicle with a gross vehicle weight of not more than 3 500 kg, designed, exclusively or primarily, to carry goods.</p> <p><i>Included are vans designed for and used primarily for transport of goods, pick-ups and small lorries with a gross vehicle weight of not more than 3 500 kg.</i></p>	<p>Goods road vehicle with a gross vehicle weight of not more than 3 500 kg, designed, exclusively or primarily, to carry goods. Includes category N<sub>1</sub> of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).</p> <p><i>Included are vans designed for and used primarily for transport of goods, pick-ups, small lorries, and two- or three-wheeled vehicles with a gross vehicle weight of not more than 3 500 kg.</i></p>	<p>Added reference to the UN Consolidated Resolution on the Construction of Vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.6) by UNECE:</p> <ul style="list-style-type: none"> <li>- Includes category N<sub>1</sub> of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).</li> <li>- <i>Included are vans designed for and used primarily for transport of goods, pick-ups, small lorries, and two- or three-wheeled vehicles with a gross vehicle weight of not more than 3 500 kg.</i></li> </ul>
B.II-22	Heavy goods road vehicle	Goods road vehicle with a gross vehicle weight	Goods road vehicle with a gross vehicle weight above 3	Added reference to the UN

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		above 3 500 kg, designed, exclusively or primarily, to carry goods.	500 kg, designed, exclusively or primarily, to carry goods. Refers to categories N <sub>2</sub> and N <sub>3</sub> of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).	Consolidated Resolution on the Construction of Vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.6) by UNECE: Refers to categories N <sub>2</sub> and N <sub>3</sub> of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).
B.II-24	Goods road motor vehicle	Any single road motor vehicle designed to carry goods (e.g. a lorry), or any coupled combination of road vehicles designed to carry goods, (i.e. lorry with trailer(s), or road tractor with semi-trailer and with or without trailer).	Any single road motor vehicle designed to carry goods (e.g. a lorry), or any coupled combination of road vehicles designed to carry goods, (i.e. lorry with trailer(s), or road tractor with semi-trailer and with or without trailer).	22-23.03.2018: trailer and semi-trailer are not included.
B.II-26	Road tractor (semi-trailer tractor)	Road motor vehicle designed, exclusively or primarily, to haul other road vehicles which are not power-driven (mainly semi-trailers). <i>Agricultural tractors are excluded.</i>	Road motor vehicle designed, exclusively or primarily, to haul other road vehicles which are not power-driven (mainly semi-trailers). <i>Agricultural tractors are excluded.</i>	Changed title from “Road tractor” to “Road tractor (semi-trailer tractor). Illustration.
B.II-28	Trailer	Goods road vehicle designed to be hauled by a road motor vehicle. <i>This category excludes agricultural trailers and caravans.</i>	Goods road vehicle designed to be hauled by a road motor vehicle. With semi-trailers (see B.II-30), refers to category O of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3). <i>This category excludes agricultural trailers and caravans.</i>	Added reference to the UN Consolidated Resolution on the Construction of Vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.6) by UNECE: With semi-trailers (see B.II.A-31), refers to category O of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3). Illustration.
B.II-30	Semi-trailer	Goods road vehicle with no front axle designed in such way that part of the vehicle and a substantial part of its loaded weight rests on a road tractor.	Goods road vehicle with no front axle designed in such way that part of the vehicle and a substantial part of its loaded weight rests on a road tractor. With trailers (see B.II.A-28), refers to category O of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).	Added reference to the UN Consolidated Resolution on the Construction of Vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.6) by UNECE: With trailers (see B.II.A-29), refers to category O of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3). Illustration.
B.II-32	Road train	Goods road motor vehicle coupled to a trailer	Goods road motor vehicle coupled to a trailer. <i>Articulated vehicle with a further trailer attached is</i>	Add “.” at the end. Added text in Italics: ‘Articulated

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			<i>included.</i>	vehicle with a further trailer attached is included’. Illustration.
B.II-33	Special purpose road motor vehicle	Road motor vehicle designed for purposes other than the carriage of passengers or goods. <i>This category includes:</i> a) <i>Fire brigade vehicles</i> b) <i>Mobile cranes</i> c) <i>Self-propelled rollers</i> d) <i>Bulldozers with metallic wheels or track</i> e) <i>Vehicles for recording film, radio and TV broadcasting</i> f) <i>Mobile library vehicles</i> g) <i>Towing vehicles for vehicles in need of repair</i> h) <i>Other special purpose road motor vehicles.</i>	Road motor vehicle designed for purposes other than the carriage of passengers or goods. Can be a vehicle of categories M, N or O of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3). <i>This category includes:</i> a) <i>Fire brigade vehicles;</i> b) <i>Mobile cranes;</i> c) <i>Self-propelled rollers;</i> d) <i>Bulldozers with metallic wheels or track;</i> e) <i>Vehicles for recording film, radio and TV broadcasting;</i> f) <i>Mobile library vehicles;</i> g) <i>Towing vehicles for vehicles in need of repair;</i> h) <i>Other special purpose road motor vehicles.</i>	Added reference to the UN Consolidated Resolution on the Construction of Vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.6) by UNECE: ‘Can be a vehicle of categories M, N or O of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3)’.
B.II-34	Automated vehicles (SAE J3016™ levels)		Road vehicles designed to use real-time traffic information, to be connected and to cooperate with each other, with transport infrastructure and vulnerable road users and to progressively take over driving tasks, in order to improve road safety, traffic efficiency and comfort. Automated vehicles are aimed to be fully integrated in existing fleets, use existing road networks and seamlessly work together with public transport systems.  <i>Automated vehicles can be classified on the basis of SAE J3016™ levels:</i>  <i>Level 0 – No Automation: The full-time performance by the human driver of all aspects of the dynamic driving task, even when enhanced by warning or intervention systems.</i>  <i>Level 1 - Driver Assistance: The driving mode-specific execution by a driver assistance system of either steering or acceleration/deceleration using information about the driving environment and with the expectation that the human driver performs all remaining aspects of the dynamic driving task.</i>	16.04.2018 – DG MOVE drafted the final proposed definition.

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			<p><i>Level 2 - Partial Automation: The driving mode-specific execution by one or more driver assistance systems of both steering and acceleration/deceleration using information about the driving environment and with the expectation that the human driver performs all remaining aspects of the dynamic driving task.</i></p> <p><i>Level 3 - Conditional Automation: The driving mode-specific performance by an Automated Driving System of all aspects of the dynamic driving task with the expectation that the human driver will respond appropriately to a request to intervene.</i></p> <p><i>Level 4 - High Automation: The driving mode-specific performance by an Automated Driving System of all aspects of the dynamic driving task, even if a human driver does not respond appropriately to a request to intervene.</i></p> <p><i>Level 5 - Full Automation: The full-time performance by an Automated Driving System of all aspects of the dynamic driving task under all roadway and environmental conditions that can be managed by a human drive.</i></p>	
B.II-35	Load capacity	Maximum weight of goods declared permissible by the competent authority of the country of registration of the vehicle.	<p>Maximum weight of goods declared permissible by the competent authority of the country of registration of the vehicle.</p> <p><i>When the goods road vehicle is a road train made up of a lorry with trailer, the load capacity of the road train is the sum of the load capacities of the lorry and the trailer.</i></p>	Added clarification to the definition, as provided in Reg. 70/2012.
B.II-38	Gross vehicle weight (legally permissible maximum weight)	Total of the weight of the vehicle (or combination of vehicles) including its load when stationary and ready for the road declared permissible by the competent authority of the country of registration.	<p>Total of the weight of the vehicle (or combination of vehicles) including its load when stationary and ready for the road declared permissible by the competent authority of the country of registration.</p> <p><i>This includes the weight of the driver and the maximum number of persons permitted to be carried.</i></p>	Removed capital L at “Legally”. Added in Italics: ‘This includes the weight of the driver and the maximum number of persons permitted to be carried’.
B.II-40	Cylinder capacity (engine displacement)	The cylinder capacity of the engine as certified by the competent authority of the country of registration.	The cylinder capacity of the engine as certified by the competent authority of the country of registration.	Changed title from “Cylinder capacity” to “Cylinder capacity (engine displacement)”.
B.II-42	Motor energy	The principal type of motor energy used by the vehicle as certified by the competent authority of	The principal type of motor energy used by the vehicle as certified by the competent authority of the country of	22-23.03.2018: Added a list with categories of road motor vehicles

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		<p>the country of registration.  <i>For hybrid or dual-fuelled vehicles adapted for using more than one type of motor energy (e.g. LPG and petrol, or electricity and diesel, etc.), the principal type of motor energy should be, where possible, an alternative fuel.</i></p>	<p>registration.                  The following categories of road motor vehicles are considered:                  a) Petrol vehicle: road motor vehicle using petrol for propulsion containing up to 10 per cent Bioethanol (like E<sub>5</sub> up to E<sub>10</sub>).                  b) Hybrid petrol-electric vehicle: Road motor vehicle using petrol for propulsion, with in addition one or more electric motors for propulsion, where the electric motor(s) are powered from a traction battery which is charged by a generator driven by the petrol engine. Plug-in hybrid petrol-electric vehicles are not included.                  c) Plug-in hybrid petrol-electric vehicle: hybrid petrol-electric vehicle where the traction battery can also be charged from an external electricity source (such as an electric socket). Hybrid petrol-electric vehicles are not included.                  d) Diesel vehicle: road motor vehicle using diesel for propulsion containing up to 7 per cent Biodiesel (like B<sub>2</sub>, B<sub>5</sub>, B<sub>7</sub>).                  e) Hybrid diesel-electric vehicle: road motor vehicle using diesel for propulsion, with in addition one or more electric motors for propulsion, where the electric motor(s) are powered from a traction battery which is charged by a generator driven by the diesel engine. Plug-in hybrid diesel-electric vehicles are not included.                  f) Plug-in Hybrid diesel-electric vehicle: hybrid diesel-electric vehicle where the traction battery can also be charged from an external electricity source (such as an electric socket). Hybrid diesel-electric vehicles are not included.                  g) Battery only electric vehicle: road motor vehicle using batteries to feed an electric motor for propulsion.                  h) Natural gas vehicle: road motor vehicle using natural gas for propulsion either Compressed Natural Gas (CNG) or liquefied natural gas (LNG).                  i) Compressed natural gas vehicle: Road motor vehicle using CNG for propulsion.                  j) Liquefied natural gas vehicle: road motor vehicle using</p>	<p>copied from B.II-06. Deleted text from ‘Flexible fuel vehicle’ to ‘Electric car’.</p>
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			<p>Liquefied Natural Gas (LNG) for propulsion.</p> <p>k) Liquefied petroleum gas vehicle: road motor vehicle using Liquefied Petroleum Gas (LPG) for propulsion.</p> <p>l) Hydrogen vehicle: Road motor vehicle using hydrogen for propulsion. Fuel cell vehicles are not included.</p> <p>m) Fuel cell vehicle: road motor vehicle using a fuel cell to produce electricity to feed an electric motor for propulsion.</p> <p>n) Biofuel vehicle: road motor vehicle using bioethanol or biodiesel for propulsions.</p> <p>o) Bioethanol vehicle: road motor vehicle using bioethanol of more than 10 per cent for propulsions. Vehicles using up to 10 per cent are to be defined as petrol vehicles.</p> <p>p) Biodiesel vehicle: road motor vehicle using biodiesel of more than 7 per cent for propulsions. Vehicles using up to 7 per cent are to be defined as diesel vehicles.</p> <p>q) Bi-fuel vehicle: road motor vehicle with a single engine using either diesel or petrol and one of the following: CNG, LNG, LPG or hydrogen for propulsions.</p> <p><i>For hybrid or dual-fuelled vehicles adapted for using more than one type of motor energy (e.g. LPG and petrol, or electricity and diesel, etc.), the principal type of motor energy should be, where possible, an alternative fuel.</i></p>	
B.II-43 (old B.II.A-43)	Alternative fuel	A type of motor energy other than the conventional fuels, petrol and diesel.	<p>A type of motor energy other than the conventional fuels, petrol and diesel.</p> <p><i>Alternative fuels include electricity, LPG, natural gas (NGL or CNG), alcohols, mixtures of alcohols with other fuels, hydrogen, biofuels (such as biodiesel), etc. (This list is not exhaustive.) Alternative fuels do not include unleaded petrol, reformulated petrol or city (low-sulphur) diesel.</i></p>	Added text in Italics.
B.II-44	Date of first registration of motor vehicle	<p>The date of first registration of a motor vehicle is the first-time registration of the vehicle as new in a Motor Vehicle Register, irrespective of the nationality of the register.</p> <p><i>The dating of the registration is the date on which the registration was recorded at the Motor Vehicle Registration Office. The registration of an imported</i></p>	<p>The date of first registration of a motor vehicle is the first-time registration of the vehicle as new in a motor vehicle register, irrespective of the nationality of the register.</p> <p><i>The dating of the registration is the date on which the registration was recorded at the motor vehicle registration office. The registration of an imported</i></p>	Remove capital letters from “Motor Vehicle Register” and the “Motor Vehicle Registration Office”.

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		<i>second-hand vehicle is not a first-time registration but should be regarded as a re-registration.</i>	<i>second-hand vehicle is not a first-time registration but should be regarded as a re-registration.</i>	
<b>B.II.B</b>	<b>LOADING UNITS</b>	<b>CONTAINERS ETC.</b>	<b>LOADING UNITS</b>	The sub-section ‘Loading Units’ (old title ‘Containers’) was removed from section ‘Transport equipment’ and all definitions were added in the new Intermodal transport chapter.
<b>B.III Enterprises, investment and maintenance</b>				
The section title “Enterprises, economic performance and employment” was replaced by ‘Enterprises, investment and maintenance’ as proposed by Eurostat.				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
B.III-01	Transport for hire or reward	The carriage for remuneration of persons or goods.	Carriage for remuneration of persons or goods on behalf of third parties.	‘The carriage’ was replaced by ‘Carriage’. Added text: ‘on behalf of third parties’.
B.III-03	Enterprise	<del>Institutional unit or smallest combination of institutional units that encloses and directly or indirectly controls all necessary functions to carry out its production activities. The requirements of an enterprise are that it has one ownership or control. It can, however, be heterogeneous with regard to its economic activity as well as to its location. Even those enterprises without salaried employees are taken into account. Only units that actually carry out an activity during the reference period should be included. ‘Dormant’ units or those that have not as yet begun their activity are excluded.</del>	<del>Institutional unit or smallest combination of institutional units that encloses and directly or indirectly controls all necessary functions to carry out its production activities. The requirements of an enterprise are that it has one ownership or control. It can, however, be heterogeneous with regard to its economic activity as well as to its location. Even those enterprises without salaried employees are taken into account. Only units that actually carry out an activity during the reference period should be included. ‘Dormant’ units or those that have not as yet begun their activity are excluded.</del>	Added text: ‘Even those enterprises without salaried employees are taken into account. Only units that actually carry out an activity during the reference period should be included. ‘Dormant’ units or those that have not as yet begun their activity are excluded’. 22-23.03.2018: Deleted B.III-03 Enterprise; B.III-09 Employment; B.III-10 Turnover.
B.III-03	Road transport enterprise	Enterprise carrying out in one or more places activities for the production of road transport services using road vehicles and whose main activity according to value added is road transport In terms of activity classifications the following classes are involved: a) ISIC/Rev.4 <sup>1</sup> : Division 49, Group 492 - Other land transport	Enterprise carrying out in one or more places activities for the production of road transport services using road vehicles and whose main activity according to value added is road transport. In terms of activity classifications the following classes are involved: a) ISIC/Rev.4: Division 49, Group 492 - Other land transport	Removed footnotes 1 (ISIC Rev.4) and 2 (NACE Rev.2).

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		<p>- Class 4921 - Urban or suburban passenger land transport                  - Class 4922 - Other passenger land transport                  - Class 4923 - Freight transport by road                  b) NACE/Rev.2<sup>2</sup> : Division 49, Group 49.3 - Other passenger land transport                  - Class 49.31 - Urban, suburban or metropolitan area passenger land transport                  - Class 49.32 - Taxi operation                  - Class 49.39 - Other passenger land transport                  Even those enterprises without salaried employees are taken into account. Only units, which actually carry out an activity during the reference period, should be considered. "Dormant" units or those not yet having begun their activity are excluded.</p>	<p>- Class 4921 - Urban or suburban passenger land transport                  - Class 4922 - Other passenger land transport                  - Class 4923 - Freight transport by road                  b) NACE/Rev.2: Division 49, Group 49.3 - Other passenger land transport                  - Class 49.31 - Urban, suburban or metropolitan area passenger land transport                  - Class 49.32 - Taxi operation                  - Class 49.39 - Other passenger land transport                  c) NACE/Rev.2: Division 49, Group 49.4 - Freight transport by road                  - Class 49.41 - Freight transport by road                  - Class 49.42 – Removal services.                  Even those enterprises without salaried employees are taken into account. Only units, which actually carry out an activity during the reference period, should be considered. "Dormant" units or those not yet having begun their activity are excluded.</p>	
B.III-07	Public road transport enterprise	Road transport enterprise which is principally owned (more than 50 % of the capital) by the State or public authorities and their enterprises.	A road transport enterprise which is principally owned (more than 50 per cent of the capital) by the state or public authorities and their enterprises.	Replaced "Road" by "A road"; "State" by "state"; % by "per cent".
B.III-09	Employment	<p><del>Average number of persons working during a given period in a road transport enterprise (inclusive of working proprietors, partners working regularly in the enterprise and unpaid family workers), as well as persons working outside the enterprise but who belong to it and are directly paid by it.</del>                  Employment may be categorized as follows:                  a) <del>Drivers</del>                  b) <del>Motor mechanics</del>                  c) <del>Warehousemen</del>                  d) <del>Fleet management staff</del>                  e) <del>Other office workers.</del></p>		22-23.03.2018: Deleted B.III-03 Enterprise; B.III-09 Employment; B.III-10 Turnover.
B.III-10	Turnover	<p><del>Total amount invoiced by the road transport enterprise during the period under review. This total corresponds to market sales of services or goods supplied to third parties. Included in turnover is "other operating income"</del></p>		22-23.03.2018: Deleted B.III-03 Enterprise; B.III-09 Employment; B.III-10 Turnover.



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		e.g. income from concessions, franchise arrangements, patents, trademarks and similar values. Turnover includes all duties and taxes on the goods or services invoiced by the enterprise with the exception of VAT invoiced by the enterprise vis à vis its customers. It also includes all other charges to customers. Reductions in prices, rebates and discounts must be deducted, but not cash discounts. Turnover includes only ordinary activities and hence does not include sales of fixed assets. Operating subsidies received from public authorities are also excluded.		
B.III-08	Investment expenditure on roads	Expenditure on new construction and extension of existing roads, including reconstruction, renewal and major repairs.	Expenditure on new construction and extension of existing roads, including reconstruction, renewal and major repairs; infrastructure include land.	22-23.03.2018: added ‘infrastructure include land’.
<b>B.IV Traffic</b>				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
B.IV-06	Road vehicle journey	A movement of a road vehicle from a specified point of origin to a specified point of destination. A journey can be divided into a number of sections or stages.	A movement of a road vehicle from a specified point of origin to a specified point of destination. <i>A journey can be divided into a number of sections or stages, such as basic transport operations.</i> <i>For goods road vehicles, journeys can be unloaded (there are no goods in the lorry, the trailer or the semi-trailer) or loaded. The loaded distance of the goods road vehicle journey is the distance between the first place of loading and the last place of unloading (where the goods road vehicle is completely emptied).</i>	Artemis proposed to add the following precision in Italics, taken from the Annex I of the Regulation 70/2012, <a href="http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2012:032:0001:0018:EN:PDF">http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2012:032:0001:0018:EN:PDF</a> B.IV-06 refers to all types of journeys (freight and passenger), not only to freight transport, therefore I specified that this applies only to goods road vehicles.
B.IV-07	Basic Transport Operations (BTO)		The transport of one type of goods (defined by reference to a particular nomenclature level) between its place of loading and its place of unloading.	22-23.03.2018: To add new definition for Basic Transport Operations (BTO). Artemis proposed to use the definition from the Road methodology manual (Part B). Approved by Eurostat.
B.IV-08	Passenger road vehicle journey		Unit of measurement representing the number of	01.05.2018 – UNECE proposed new

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	offered		movements of hired passenger road vehicle available from specified points of origin to specified places of disembarkation.	definition from bus and coach statistics pilot questionnaire.
B.IV-09	Seat-kilometre offered		Unit of measurement representing the movement of one seat available in a hired passenger road vehicle when performing the services for which it is primarily intended over one kilometre.	01.05.2018 – UNECE proposed new definition from bus and coach statistics pilot questionnaire.
B.IV-13	Transit of a road vehicle	Transit of road vehicle  Any loaded or empty road motor vehicle, which enters and leaves the country at different points by whatever means of transport, provided the total journey within the country is by road and that there is no loading or unloading in the country. <i>Road motor vehicles loaded/unloaded at the frontier of that country onto/from another mode of transport are included.</i>	Transit of a road vehicle  Any loaded or empty road motor vehicle, which enters and leaves the country at different points by whatever means of transport, provided the total journey within the country is by road and that there is no loading or unloading in the country. <i>Road motor vehicles loaded/unloaded at the frontier of that country onto/from another mode of transport are included.</i>	Correction of the title, added ‘a’.
B.IV-15	Regular bus and coach transport		Hired passenger road vehicle activities scheduled and performed according to a published timetable, or so regular and frequent as to constitute a recognizably systematic series. <i>Transport may be provided by public or private enterprises.</i>	New definition proposed by the UNECE on 01.05.2018. 08.05.2018 – Eurostat: In the passenger mobility guidelines we do not cover the concept of occasional/regular (neither seats and journeys offered). To keep them here rather than moving them to the passenger mobility chapter.
B.IV-16	Occasional bus and coach transport		Hired passenger road vehicle activities not covered by regular transport. <i>This refers to coach tourism, including long distance and short distance, urban and interurban activities.</i>	New definition proposed by the UNECE on 01.05.2018. 08.05.2018 – Eurostat: In the passenger mobility guidelines we do not cover the concept of occasional/regular (neither seats and journeys offered). To keep them here rather than moving them to the passenger mobility chapter.
B.IV-17	Urban transport		Transport inside a FUA (city centre and its commuting zones).	New definition proposed by the UNECE on 01.05.2018.

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				08.05.2018 – Eurostat: For our passenger mobility guidelines as urban transport we consider transport inside a FUA (city centre and its commuting zones). To use this definition in the glossary too, and put the urban/non-urban (instead of interurban) definitions in the passenger mobility chapter.
<b>B.V Transport measurements</b>				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
B.V-04	International road transport	Road transport between a place of loading/embarkation or unloading/disembarkation in the reporting country and a place of loading/embarkation or unloading/disembarkation in another country. <i>Such transport may involve transit through one or more additional country or countries.</i>	Road transport between a place of loading/embarkation or unloading/disembarkation in the reporting country and a place of loading/embarkation or unloading/disembarkation in another country. <i>Such transport may involve transit through one or more additional countries.</i>	Simplify the sentence in Italics by removing country.
B.V-05	Cross-trade road transport	Road transport performed by a road motor vehicle registered in one country between a place of loading/ embarkation in a second country and a place of unloading/disembarkation in a third country. <i>Such transport may involve transit through one or more additional country or countries</i>	Road transport performed by a road motor vehicle registered in one country between a place of loading/ embarkation in a second country and a place of unloading/disembarkation in a third country. <i>Such transport may involve transit through one or more additional countries.</i>	Add “.” at the end.
B.V-19	Gross-gross weight of goods	The total weight of the goods carried, all packaging and the tare weight of the transport unit (e.g. containers, swap bodies and pallets for containing goods)	The total weight of the goods carried, all packaging and the tare weight of the transport unit (e.g. containers, swap bodies and pallets for containing goods).	Add “.” At the end of the text in Italics.
B.V-23	TEU-kilometre by road	Unit of measurement of container transport which represents the transport of one TEU by road over one kilometre. <i>The distance to be taken into consideration is the distance actually run.</i>	Unit of measurement of container transport which represents the transport of one TEU by road over one kilometre. <i>The distance to be taken into consideration is the distance actually run.</i>	List of unused unit of measure - DG MOVE, 11.04.2018: Reasoning: never seen this disseminated in road transport statistics. Road container transport is a subsector of road freight transport and, based on the vehicle configuration and on the container

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				length, a truck can carry one or two containers. Most commonly, it carries a 40' container. The resulting number would be very similar to the loaded vehicle-kilometers of the same truck. In general we have not seen many TEU data in road freight transport statistics across the EU. For example, Eurostat disseminates TEU-km only in IWW data. We can leave this definition for consistency across chapters, but it is frankly not in use.
B.V-26	Dangerous goods	The classes of dangerous goods carried by Road are those defined by the fifteenth revised edition of the UN Recommendations on the Transport of Dangerous Goods, United Nations, Geneva 2007. <ul style="list-style-type: none"> <li>- Class 1: Explosives</li> <li>- Class 2: Gases</li> <li>- Class 3: Flammable liquids</li> <li>- Class 4: Flammable solids; substances liable to spontaneous combustion; substances which, on contact with water, emit flammable gases</li> <li>- Class 5: Oxidizing substances and organic peroxides</li> <li>- Class 6: Toxic and infectious substances</li> <li>- Class 7: Radioactive material</li> <li>- Class 8: Corrosive substances</li> <li>- Class 9: Miscellaneous dangerous substances and articles.</li> </ul>	The classes of dangerous goods carried by road are those defined by the UN Recommendations on the Transport of Dangerous Goods: <ul style="list-style-type: none"> <li>- Class 1: Explosives;</li> <li>- Class 2: Gases;</li> <li>- Class 3: Flammable liquids;</li> <li>- Class 4: Flammable solids; substances liable to spontaneous combustion; substances which, on contact with water, emit flammable gases;</li> <li>- Class 5: Oxidizing substances and organic peroxides;</li> <li>- Class 6: Toxic and infectious substances;</li> <li>- Class 7: Radioactive material;</li> <li>- Class 8: Corrosive substances;</li> <li>- Class 9: Miscellaneous dangerous substances and articles, including environmentally hazardous substances.</li> </ul>	Remove capital R at Road. 22-23.03.2018: UNECE - added to Class 9 ‘including environmentally hazardous substances’; added reference to the recommendations at the end of the glossary: UN Recommendations on the Transport of Dangerous Goods - Model Regulations, Twentieth revised edition, 2017, <a href="https://www.unece.org/fileadmin/DAM/trans/danger/publi/unrec/rev20/Rev20e_Vol1.pdf">https://www.unece.org/fileadmin/DAM/trans/danger/publi/unrec/rev20/Rev20e_Vol1.pdf</a>
B.V-35	Use of transport capacity	<del><i>Taking into account the transported distance and gradually unloading during a journey, an alternative indicator can be calculated as the actual transport performance in percentage of the maximum possible transport performance for the actual journeys.</i></del>	<del><i>Taking into account the transported distance and gradually unloading during a journey, an alternative indicator can be calculated as the actual transport performance in percentage of the maximum possible transport performance for the actual journeys.</i></del>	Adding space between “and” and “gradually”. 22-23.03.2018: deleted definition due to its generic nature.
<b>B.VI Energy consumption</b> – The sub-section ‘VI. Energy consumption’ was removed from this chapter. The Energy consumption definitions can be found in the new chapter ‘H. Energy consumption’,				

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section ‘H.III Energy consumption by the transport sector’.				
B.VI Accidents				
Code of the definition 1	Title of the Definition 2	Old definition (4 <sup>th</sup> edition) 3	New/changed/removed definition (5 <sup>th</sup> edition) 4	Description of the Modification 5
B.VI-06	Person injured	<p>Person injured:</p> <p>Any person who as result of an injury accident was not killed immediately or not dying within 30 days, but sustained an injury, normally needing medical treatment, excluding attempted suicides.  <i>Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.</i>  <i>An injured person is excluded if the competent authority declares the cause of the injury to be attempted suicide by that person, i.e. a deliberate act to injure oneself resulting in injury, but not in death.</i></p>	<p>Person injured</p> <p>Any person who as result of an injury accident was not killed immediately or not dying within 30 days, but sustained an injury, normally needing medical treatment, excluding attempted suicides.  <i>Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.</i>  <i>An injured person is excluded if the competent authority declares the cause of the injury to be attempted suicide by that person, i.e. a deliberate act to injure oneself resulting in injury, but not in death.</i></p>	Delete “:” in the title
B.VI-07	Person seriously injured	<p>Any person injured who was hospitalized for a period of more than 24 hours.</p>	<p>Any person injured who was hospitalised for a period of more than 24 hours.</p>	Delete “:” in the title 2018/01/30 Finland proposed for B.VII-07 person seriously injured to read "road traffic accident victim with a MAIS score of 3 or higher." The CARE Group has recommended the following definition: ‘Any person injured who was hospitalised for a period of more than 24 hours’.
B.VI-08	Person slightly injured	<p>Person slightly injured:</p> <p>Any person injured excluding persons killed or seriously injured.  <i>Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.</i></p>	<p>Person slightly injured</p> <p>Any person injured excluding persons killed or seriously injured.  <i>Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.</i></p>	Delete “:”
B.VI-09	MAIS		<p>MAIS, Maximum Abbreviated Injury Scale is a medical classification on the severity of injuries.                      MAIS 1-2 is regarded as slight injuries and 3-6 as serious injuries.  <i>Other classification can be used if they can be transcoded</i></p>	The CARE Group has recommended the following definition: MAIS, Maximum Abbreviated Injury Scale is a medical classification on the severity of injuries. MAIS 1-2 is

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			<i>to MAIS.</i>	regarded as slight injuries and 3-6 as serious injuries. Other classification can be used if they can be transcoded to MAIS.
B.VII 16 —	Daylight	<del>As reported by the police or other authorities.</del>		Sweden proposed to delete this definition. 22-23.03.2018: deleted.
B.VII 17 —	Darkness	<del>As reported by the police or other authorities.</del>		Sweden proposed to delete this definition. 22-23.03.2018: deleted.
B.VII 18 —	Twilight (or unknown)	<del>As reported by the police or other authorities. A residual category covering cases where daylight conditions were very poor or where no information on light conditions was available.</del>		Sweden proposed to delete this definition. 22-23.03.2018: deleted.
B.VII 19 —	Dry road surface	<del>A road surface not covered by water, snow, ice or other substances.</del>		Sweden proposed to delete this definition. 22-23.03.2018: deleted.
B.VII 20 —	Other road surface	<del>Any road surface other than dry road surface.</del>		Sweden proposed to delete this definition. 22-23.03.2018: deleted.
B.VI-15	Multi-vehicle road accident	Any injury accident involving two or more road vehicles. The following types of injury accidents involving two or more road vehicles are: a) Rear-end collision: collision with another vehicle using the same lane of a carriageway and moving in the same direction, slowing or temporarily halted <i>Excluded are collisions with parked vehicles.</i> b) Head-on collision: collision with another vehicle using the same lane of a carriageway and moving in the opposite direction, slowing or temporarily halted <i>Excluded are collisions with parked vehicles.</i> c) Collision due to crossing or turning: collision with another vehicle moving in a lateral direction due to crossing, leaving or entering a road <i>Excluded are collisions with vehicles halted and waiting to turn which should be classified under (a)</i>	Any injury accident involving two or more road vehicles. The following types of injury accidents involving two or more road vehicles are: a) Rear-end collision: collision with another vehicle using the same lane of a carriageway and moving in the same direction, slowing or temporarily halted. <i>Excluded are collisions with parked vehicles.</i> b) Head-on collision: collision with another vehicle using the same lane of a carriageway and moving in the opposite direction, slowing or temporarily halted. <i>Excluded are collisions with parked vehicles.</i> c) Collision due to crossing or turning: collision with another vehicle moving in a lateral direction due to crossing, leaving or entering a road. <i>Excluded are collisions with vehicles halted and waiting to turn which should be classified under (a) or (b).</i> d) Other collisions, including collisions with parked vehicles: collision occurring when driving side by side, overtaking or when changing lanes; or collision with	‘Included in B.VII-14 (d)’ replaced by ‘ Included in B.VI-15 (d)’.

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		<p>or (b).                  d) Other collisions, including collisions with parked vehicles: collision occurring when driving side by side, overtaking or when changing lanes; or collision with a vehicle which has parked or stopped at the edge of a carriageway, on shoulders, marked parking spaces, footpaths or parking sites, etc.  <i>Included in B.VII-14 (d) are all collisions not covered by (a), (b) and (c). The constituent element for classification of accidents between vehicles is the first collision on the carriageway, or the first mechanical impact on the vehicle.</i></p>	<p>a vehicle which has parked or stopped at the edge of a carriageway, on shoulders, marked parking spaces, footpaths or parking sites, etc.  <i>Included in B.VI-15 (d) are all collisions not covered by (a), (b) and (c). The constituent element for classification of accidents between vehicles is the first collision on the carriageway, or the first mechanical impact on the vehicle.</i></p>	
B.VI-17	Suicide		<p>An act to deliberately injure oneself resulting in death, as recorded and classified by the competent national authority.                  Designation of individual suicide must be determined by a coroner, public police officer or other public authority.  <i>Attempted suicide as an act of deliberately injuring oneself (not leading to the death) is excluded.                  Only the death of the individual(s) who committed suicide is to be reported as suicide. Therefore, a fatality caused to a person by another person who committed suicide or who attempted to commit suicide is not to be reported as a suicide.</i></p>	22.05.2018: ERA proposal for new definition.
B.VI-18	Attempted suicide – serious injury		<p>An act to deliberately injure oneself resulting in serious injury.                  Designation of individual suicide must be determined by a coroner, public police officer or other public authority.  <i>Attempted suicide as an act of deliberately injuring oneself (not leading to the death) is excluded.                  Only the death of the individual(s) who committed suicide is to be reported as suicide. Therefore, a serious injury caused to a person by another person who committed suicide or who attempted to commit suicide is not to be reported as a suicide.</i></p>	22.05.2018: ERA proposal for new definition.
<b>C. INLAND WATERWAY TRANSPORT</b>				
<b>C.I INFRASTRUCTURE</b>				
<b>Code of the definition</b>	<b>Title of the Definition</b>	<b>Old definition (4<sup>th</sup> edition)</b>	<b>New/changed/removed definition (5<sup>th</sup> edition)</b>	<b>Description of the Modification</b>

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1	2	3	4	5
C.I-01	Waterway	River, canal, lake or other stretch of water which by natural or man-made features is suitable for navigation. <i>Waterways of a maritime character (waterways designated by the reporting country as suitable for navigation primarily by seagoing inland waterway vessels) are included. Waterways also include river estuaries; the boundary being that point nearest the sea where the width of the river is both less than 3 km at low water and less than 5 km at high water.</i>	River, canal, lake or other stretch of water which by natural or man-made features is suitable for navigation. <i>Waterways of a maritime character (waterways designated by the reporting country as suitable for navigation primarily by sea-river vessels) are included. Waterways also include river estuaries; the boundary being that point nearest the sea where the width of the river is both less than 3 km at low water and less than 5 km at high water.</i>	Change: ‘sea-river vessels’ instead of ‘seagoing inland waterway vessels’ - ECE/TRANS/WP.6/2013/1.
C.I-02	Navigable inland waterway	A stretch of water, not part of the sea, which by natural or man-made features is suitable for navigation, primarily by inland waterway vessels. This term covers navigable rivers, lakes, canals and estuaries. <i>The length of rivers and canals is measured in mid-channel. The length of lakes and lagoons is measured along the shortest navigable route between the most distant points to and from which transport operations are performed. A waterway forming a common frontier between two countries is reported by both.</i>	A stretch of water, not part of the sea, which by natural or man-made features is suitable for navigation, primarily by inland waterway vessels. This term covers navigable rivers, lakes, canals and estuaries. <i>The length of rivers and canals is measured in mid-channel. The length of lakes and lagoons is measured along the shortest navigable route between the most distant points to and from which transport operations are performed. A waterway forming a common frontier between two countries is reported by both.</i>	ECE/TRANS/WP.6/2013/1 - change to ‘inland navigation vessels’. Teleconference IWW, 20.04.2018 - Decided to keep ‘inland waterway vessels’ as it is in the old definition.
C.I-07	Categories of navigable inland waterways	Taking into account the 1992 UNECE/ECMT Classification of European Inland Waterways, canals, navigable rivers and lakes the different categories are defined as follows: By horizontal dimensions of vessels and pushed convoys Class (length/beam) I to III Up to 80/9 m. IV 80-85/9.50 m. V a 95-110/11.40 m. V b 172-175/11.40 m. VI a 95-110/22.80 m. VI b 185-195/22.80 m. VI c 270-280/22.80 or 195-200/33-34.20 m. VII 285/33-34.20 m and over. <i>In some cases the ‘carrying capacity of vessels’ may</i>	Taking into account the 1992 UNECE/ECMT Classification of European Inland Waterways, canals, navigable rivers and lakes the different categories are defined as follows: By horizontal dimensions of vessels and pushed convoys Class (length/beam) I to III Up to 80/9 m. IV 80-85/9.50 m. V a 95-110/11.40 m. V b 172-185/11.40 m. VI a 95-110/22.80 m. VI b 185-195/22.80 m. VI c 270-280/22.80 or 195-200/33-34.20 m. VII 285/33-34.20 m and over. <i>In some cases the ‘carrying capacity of vessels’ may be used to classify the navigable inland waterways.</i>	Change of cat Vb from 172-175 to 172-185 according to <a href="https://www.itf-oecd.org/sites/default/files/docs/wat19922e.pdf">https://www.itf-oecd.org/sites/default/files/docs/wat19922e.pdf</a> Teleconference IWW, 20.04.2018 - The change was accepted.



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		<i>be used to classify the navigable inland waterways.</i>		
C.I-08	Inland Waterway Port (also E.I-05)	Port  A place for vessels to moor and to load or unload cargo or to disembark or embark passengers to or from vessels, usually directly to a pier.	Inland Waterway Port (also E.I-05)  A place for vessels to moor and to load or unload cargo or to disembark or embark passengers to or from vessels, usually directly to a pier.	Added (also E.I-05) Teleconference IWW, 20.04.2018 – added ‘Inland Waterway’ in the title.
C.I-09	Inland Waterway Statistical Port (also E.I-06)	Statistical Port  A statistical port consists of one or more ports, normally controlled by a single port authority, able to record ship and cargo movements.	Inland Waterway Statistical Port (also E.I-06)  A statistical port consists of one or more ports, normally controlled by a single port authority, able to record ship and cargo movements.	Added (also E.I-06) Teleconference IWW, 20.04.2018 – added ‘Inland Waterway’ in the title.
C.I-10	UN/LOCODE (also E-I-08)	5 character code where the first two characters are the ISO 3166 country codes while the remaining three are derived from Recommendation 16 from the UNECE in Geneva, together with Eurostat supplied codes for ports not yet included in the UN system.	5 character code where the first two characters are the ISO 3166-1 alpha 2 country codes which can be followed by a blank and 3-character code for the place name (see Recommendation 16 from the UNECE), together with Eurostat supplied codes for ports not yet included in the UN system.	Added (also E-I-08). Changed definition, closer to the UNECE Document (precise ISO code, and construction of the code itself) – reference: <a href="http://www.unece.org/fileadmin/DAM/cefact/recommendations/rec16/rec16_rev3_ecetrd227.pdf">http://www.unece.org/fileadmin/DAM/cefact/recommendations/rec16/rec16_rev3_ecetrd227.pdf</a> Teleconference IWW, 20.04.2018 - The change was accepted.
C.I-12	Ro-Ro berth (also E.I-14)	A location at which a Ro-Ro vessel can berth and load and unload motor vehicles and other mobile Ro-Ro units via ramps from ship to shore and vice versa.	A location at which a Ro-Ro vessel can berth and load and unload motor vehicles and other mobile Ro-Ro units via ramps from ship to shore and vice versa.	Added (also E.I-14) 
C.I-13	Port cranes by lifting capacity (also E.I-15)	Number of cranes available in ports by lifting capacity. <i>Possible classes of lifting capacity are as follows:</i> a) 10 tonnes or less; b) Greater than 10 tonnes and up to 20 tonnes; c) Greater than 20 tonnes and up to 40 tonnes; d) Greater than 40 tonnes.	Number of cranes available in ports by lifting capacity. <i>Possible classes of lifting capacity are as follows:</i> a) 10 tonnes or less; b) Greater than 10 tonnes and up to 20 tonnes; c) Greater than 20 tonnes and up to 40 tonnes; d) Greater than 40 tonnes.	Added (also E.I-15)
C.I-14	Port cranes by type (also E.I-16)	Number of cranes available in ports by type: a) Mobile container cranes; b) Other container cranes; c) Other crane.	Number of cranes available in ports by type: a) Mobile container cranes; b) Other container cranes; c) Other crane.	Added (also E.I-16)

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C.I-15	Connections to other modes of transport	Availability and distance from ports to connections to other modes of transport in km: a) Maritime shipping b) Passenger rail connection c) Freight rail connection d) Motorway access e) Airport.	Availability and distance from ports to connections to other modes of transport in km: a) Maritime shipping; b) Passenger rail connection; c) Freight rail connection; d) Motorway access; e) Airport.	Problem with formatting. Comma added.
C.I-16	Mooring/landing place	Landing stages  A place solely for vessels to embark or disembark passengers, not part of an inland port.	Mooring/landing place  A place solely for vessels to embark or disembark passengers, not part of an inland port.	Replace ‘Landing stages’ by ‘Mooring/landing place’ and update wording. Teleconference IWW, 20.04.2018 - The change of the title was accepted.
C.I-18	Passenger port		A port with facilities to embark and disembark passengers. Such ports may also provide services such as water and electricity supply, clearance of waste etc.	New entry developed in the context of a consultancy for Eurostat on Inland Waterways passenger transport Teleconference IWW, 20.04.2018 - The title was changed from ‘River cruise’ to ‘Passenger port’, Eurostat proposal. The change of the text accepted.
C.I-19	Transport passenger stop		A place for transport vessels to moor to embark and/or disembark passengers using the transport system.	New entry developed in the context of a consultancy for Eurostat on Inland Waterways passenger transport Teleconference IWW, 20.04.2018 - The title was changed from ‘Urban transport passenger stop’ to ‘Transport passenger stop’ as proposed by Eurostat. Urban deleted from the title and from the text too.
<b>C.II TRANSPORT EQUIPMENT (VESSELS)</b>				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
C.II-01	Inland waterways vessel	IWT vessel	Inland waterways vessel	Changed title.

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		A floating craft designed for the carriage of goods, public transport of passengers or specially fitted out for a specific commercial duty which navigates predominantly in navigable inland waterways or in waters within, or closely adjacent to sheltered waters or areas where port regulations apply. <i>Vessels under repair are included. Vessels suitable for inland navigation but which are authorised to navigate at sea (mixed seagoing and inland waterway vessels) are included. This category excludes: harbour craft, seaport lighters and seaport tugs, ferries, fishery vessels, dredgers, vessels performing hydraulic work and vessels used exclusively for storage, floating workshops, houseboats and pleasure craft.</i>	A floating craft designed for the carriage of goods, public transport of passengers or specially fitted out for a specific commercial duty which navigates predominantly in navigable inland waterways or in waters within, or closely adjacent to sheltered waters or areas where port regulations apply. <i>Vessels under repair are included. Vessels suitable for inland navigation but which are authorised to navigate at sea (mixed seagoing and inland waterway vessels) are included. This category excludes: harbour craft, seaport lighters and seaport tugs, ferries, fishery vessels, dredgers, vessels performing hydraulic work and vessels used exclusively for storage, floating workshops, houseboats and pleasure craft.</i>	
C.II-02	National inland waterways vessel	National IWT vessel  IWT vessel which is registered at a given date in the reporting country. <i>Where registration of IWT vessels does not apply in a specific country, a national IWT vessel is a vessel owned by a company tax resident in that country.</i>	National inland waterways vessel  IWT vessel which is registered at a given date in the reporting country. <i>Where registration of IWT vessels does not apply in a specific country, a national IWT vessel is a vessel owned by a company tax resident in that country.</i>	Changed title.
C.II-03	Foreign inland waterways vessel	Foreign IWT vessel  IWT vessel which is registered at a given date in a country other than the reporting country.	Foreign inland waterways vessel  IWT vessel which is registered at a given date in a country other than the reporting country.	Changed title.
C.II-04	Fluvio-maritime (Sea-river) vessel	Fluvio-maritime vessel  Any IWT vessel designed and authorised to operate also as a sea going vessel.	Fluvio-maritime (Sea-river) vessel  Any IWT vessel designed and authorised to operate also as a sea going vessel.	Artemis: The fluvio-maritime formulation appears in the text of the European legal act to establish collection of Inland Waterways statistics. Artemis suggested to add “(sea-river vessel)” after “Fluvio-maritime”. Teleconference IWW, 20.04.2018 - The change was accepted.
C.II-05	Inland waterways freight vessel	IWT freight vessel  Vessel with a carrying capacity of not less than 20 tonnes designed for the carriage of freight by	Inland waterways freight vessel  Vessel with a carrying capacity of not less than 20 tonnes designed for the carriage of freight by navigable inland	Changed title.

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		navigable inland waterways.	waterways.	
C.II-06	Inland waterways passenger vessel	IWT passenger vessel  Vessel designed specifically to carry more than 12 fare-paying passengers by navigable inland waterways.	Inland waterways passenger vessel  Vessel designed specifically to carry more than 12 fare-paying passengers by navigable inland waterways.	Changed title.
C.II-07	Inland waterways container vessel	IWT container vessel  Vessel fitted throughout with fixed or portable cell guides mainly for the carriage of containers.	Inland waterways container vessel  Vessel fitted throughout with fixed or portable cell guides mainly for the carriage of containers.	Changed title.
C.II-08	Inland waterways river cruise vessel	IWT river cruise passenger vessel  An IWT passenger vessel intended to provide passengers with a full tourist experience. All passengers have cabins. Facilities for entertainment aboard are included.	Inland waterways river cruise vessel  An inland waterways passenger vessel travelling primarily on rivers and intended to provide passengers with a full tourist experience. All passengers have cabins for overnight stay. Facilities for entertainment aboard are included. Vessels operating ferry services are excluded. In addition, cargo-carrying vessels able to carry a very limited number of passengers with their own cabins are also excluded. River cruise vessels stop at multiple ports along their way and may also operate on lakes and canals in the course of their cruises.	Changed title. New entry developed in the context of a consultancy for Eurostat on Inland Waterways passenger transport Eurostat drafted the final proposed definition.
C.II-09	Inland waterways day trip vessel	IWT mini cruise/excursion passenger vessel  An IWT passenger vessel designed to provide passengers with a relatively short cruise for touristic purposes. Catering may be provided but passengers do not have cabins. <i>For “moonlight” cruises, the boats may spend a night out of port. However, passengers are not provided with cabins.</i>	Inland waterways day trip vessel  An inland waterways passenger vessel designed to provide passengers with a short excursion for touristic purposes. Such excursions cover periods up to one day, shorter part-day trips, sightseeing trips and moonlight cruises. The vessel is not equipped with cabins for all the passengers. Catering may be provided. For moonlight cruises, the boats may spend a night out of port, however passengers are not provided with cabins.	Changed title. New entry developed in the context of a consultancy for Eurostat on Inland Waterways passenger transport Eurostat drafted the final proposed definition.
C.II-10	Inland waterways ferry	IWT ferry  An IWT passenger vessel designed to transport passengers across or along waterways.	Inland waterways ferry  An IWT passenger vessel designed to transport passengers and possibly road vehicles across or along waterways. There are two main types: 1. Cross waterway ferry.	Changed title. Changes made in response to comments from Eurostat. Teleconference IWW, 20.04.2018 – added in the text: ‘and possibly road vehicles’. Artemis to check the photo C.I-12

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			These transport passengers and possibly vehicles between two ports on either side of a waterway. 2. Along waterway ferry. These transport passengers and possibly vehicles to a range of ports along a waterway.	Ro-Ro berth - appropriate here.
C.II-11	Urban inland waterway transport vessel		A vessel operating an urban inland waterway transport service.	Changed ‘Inland’ to ‘inland’ in the title. Old title - Urban inland waterway transport vessel Teleconference, 07 May 2018: approved text.
C.II-12	Inland waterways urban transport vessel – water bus		An IWT passenger vessel designed to transport passengers largely within and around on a public scheduled service.	Changed title. Old title - IWT urban transport vessel – water bus New entry developed in the context of a consultancy for Eurostat on Inland Waterways passenger transport Teleconference IWW, 20.04.2018 – added in the text ‘largely’, deleted ‘an urban or similar area’.
C.II-13	Water taxi		An IWT passenger vessel with limited passenger capacity operating on demand public passenger transport within and around an urban or similar area. <i>The passenger carrying capacity of a water taxi will rarely exceed 20 persons.</i> <i>In North America water taxi and water bus are synonyms.</i>	New entry developed in the context of a consultancy for Eurostat on Inland Waterways passenger transport Teleconference IWW, 20.04.2018 – deleted ‘an urban or similar area’. Added in Italics ‘In North America water taxi and water bus are synonyms’:
C.II-15	Self-propelled vessel	Self-propelled barge  Any powered inland waterways freight vessel, other than self-propelled tanker barges. <i>Towed barges, pushed barges and pushed-towed barges which have an auxiliary engine only must be regarded as towed barges, pushed barges or pushed-towed barges as the case may be. The fact that a self-propelled barge can be used for towing does not change its nature.</i>	Self-propelled vessel  Any powered inland waterways freight vessel, other than self-propelled tanker barges. <i>Towed barges, pushed barges and pushed-towed barges which have an auxiliary engine only must be regarded as towed barges, pushed barges or pushed-towed barges as the case may be. The fact that a self-propelled barge can be used for towing does not change its nature.</i>	ECE/TRANS/WP.6/2013/1 - Amend to read: “Self-propelled vessel”. Teleconference IWW, 20.04.2018 – Keep as title: ‘Self-propelled vessel’ instead of “‘Self-propelled barge’”. Keep in the text ‘or pushed-towed barges’.
C.II-16	Self-propelled pusher	Self-propelled pusher barge	Self-propelled pusher	Changed title from ‘Self-propelled

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		Self-propelled barge designed or fitted to push pushed or pushed-towed barges.	Self-propelled barge designed or fitted to push pushed or pushed-towed barges.	pusher barge’ to ‘ Self-propelled pusher’ - ECE/TRANS/WP.6/2013/1 Teleconference IWW, 20.04.2018 – Keep as title: ‘Self-propelled pusher’.
C.II-17	Towed (dumb) barge	Dumb barge  IWT freight vessel designed to be towed which does not have its own means of mechanical propulsion. <i>The fact that a dumb barge is fitted with an auxiliary engine does not change its nature.</i>	Towed (dumb) barge  IWT freight vessel designed to be towed which does not have its own means of mechanical propulsion. <i>The fact that a dumb barge is fitted with an auxiliary engine does not change its nature.</i>	Changed title from ‘Dumb barge’ to ‘Towed barge’ - ECE/TRANS/WP.6/2013/1 Teleconference IWW, 20.04.2018 – changed title ‘Towed (dumb) barge’.
<del>C.II.A-18</del>	<del>Pushed-towed barge</del>	<del>IWT freight vessel which is designed to be either pushed or towed and does not have its own means of mechanical propulsion. <i>The fact that a pushed-towed barge is fitted with an auxiliary engine does not change its nature.</i></del>	<del>IWT freight vessel which is designed to be either pushed or towed and does not have its own means of mechanical propulsion. <i>The fact that a pushed-towed barge is fitted with an auxiliary engine does not change its nature.</i></del>	<del>ECE/TRANS/WP.6/2013/1 – to be deleted.</del>
C.II-18	Self-propelled tanker	Self-propelled tanker barge  A self-propelled barge intended for the bulk transport of liquids or gases in fixed tanks. <i>Tankers for the transport in bulk of powdered products such as cement, flour, plaster, etc., are to be excluded and are to be counted among self-propelled barges.</i>	Self-propelled tanker  A self-propelled barge intended for the bulk transport of liquids or gases in fixed tanks. <i>Tankers for the transport in bulk of powdered products such as cement, flour, plaster, etc., are to be excluded and are to be counted among self-propelled barges.</i>	Changed title form ‘ Self-propelled tanker barge’ to ‘ Self-propelled tanker’ - ECE/TRANS/WP.6/2013/1 Teleconference IWW, 20.04.2018 – The change was accepted.
C.II-20	Dumb tanker barge	Dumb barge for the bulk transport of liquids or gases. <i>Tankers for the transport in bulk of powdered products such as cement, flour, plaster, etc., are to be excluded and are to be counted among dumb barges.</i>	Dumb barge for the bulk transport of liquids or gases. <i>Tankers for the transport in bulk of powdered products such as cement, flour, plaster, etc., are to be excluded and are to be counted among dumb barges.</i> <i>Either pushed or towed.</i>	Changed title from ‘ Dumb tanker barge’ to ‘Towed tanker barge’ - ECE/TRANS/WP.6/2013/1 Teleconference IWW, 20.04.2018 – Keep old title ‘Dumb tanker barge’, add in Italics: ‘ <i>Either pushed or towed</i> ’.
C.II-22	Pushed-towed barge	Pushed-towed tanker barge  Pushed-towed barge for the bulk transport of liquids or gases. <i>Tankers for the transport in bulk of powdered products such as cement, flour, plaster etc., are to be excluded and are to be counted among pushed-towed barges.</i>	Pushed-towed barge  Pushed-towed barge for the bulk transport of liquids or gases. <i>Tankers for the transport in bulk of powdered products such as cement, flour, plaster etc., are to be excluded and are to be counted among pushed-towed barges.</i>	<del>ECE/TRANS/WP.6/2013/1 – to be deleted.</del> Teleconference IWW, 20.04.2018 – to keep this definition. New title ‘Pushed-towed barge’ (old title ‘Pushed-towed tanker barge’).

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C.II-23	Other cargo carrying vessel	Other goods carrying vessel  Any other inland waterways freight vessel intended for carrying goods not covered in the previous categories.	Other cargo carrying vessel  Any other inland waterways freight vessel intended for carrying goods not covered in the previous categories.	Changed title from ‘ Other goods carrying vessel’ to ‘ Other cargo carrying vessel’ - ECE/TRANS/WP.6/2013/1 Teleconference IWW, 20.04.2018 – keep new title ‘Other cargo carrying vessel’.
C.II-24	Tug	Powered vessel developing not less than 37 kW and designed for the towing of dumb barges, pushed-towed barges, and rafts, but not for the carriage of cargo. <i>Port and sea tugs are excluded.</i>	Powered vessel developing not less than 37 kW and designed for the towing of barges and rafts, but not for the carriage of cargo.	ECE/TRANS/WP.6/2013/1 – changed text. Teleconference IWW, 20.04.2018 – Change approved, use new text.
C.II-25	Pusher vessel	Powered vessel developing not less than 37 kW and designed or fitted for the pushing of pushed or pushed-towed barges but not for the carriage of goods. <i>Port pusher vessels are excluded.</i>	Powered vessel developing not less than 37 kW and designed or fitted for pushing of pushed barges but not for the carriage of cargo.	ECE/TRANS/WP.6/2013/1 – changed text. Teleconference IWW, 20.04.2018 – Change of the text was approved.
C.II-26	Pusher tug	Powered vessel developing not less than 37 kW and designed or fitted for the towing of dumb barges, pushed-towed barges, or rafts, and for the pushing of pushed and pushed-towed barges, but not for the carriage of goods.	Powered vessel developing not less than 37 kW and designed or fitted for the towing of dumb barges, pushed-towed barges, or rafts, and for the pushing of pushed and pushed-towed barges, but not for the carriage of goods.	ECE/TRANS/WP.6/2013/1 – to be deleted. Teleconference IWW, 20.04.2018 – to keep definition.
C.II-31	Nationality of vessel (also E.II-10)		The nationality of a vessel is the country in which it is registered.	New definition. Teleconference IWW, 20.04.2018 – added in the title (also E.II-10), text approved.
<del>C.II.B</del>	<del>LOADING UNITS</del>	<del>CONTAINER, ETC.</del>	<del>LOADING UNITS</del>	<del>The sub-section ‘Loading Units’ (old title ‘Containers’) was removed from section ‘Transport equipment’ and all definitions were added in the new Intermodal transport chapter.</del>
<b>C.III Enterprises, investment and maintenance</b>				
The section title “Enterprises, economic performance and employment” was replaced by ‘Enterprises, investment and maintenance’ as proposed by Eurostat.				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
C.III 01	Enterprise	Institutional unit or smallest combination of institutional units that encloses and directly or		22-23.03.2018 – deleted definition.

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		<p><del>indirectly controls all necessary functions to carry out its production activities.</del>  <del>The requirements of an enterprise are that it has one ownership or control. It can, however, be heterogeneous with regard to its economic activity as well as to its location. Even those enterprises without salaried employees are taken into account.</del>  <del>Only units that actually carry out an activity during the reference period should be included. ‘Dormant’ units or those that have not as yet begun their activity are excluded.</del></p>		
C.III-01	Inland Passenger Waterways Transport (IWT) Enterprise	<p>Enterprise carrying out in one or more places activities for the production of IWT services using IWT vessels and whose main activities according to the value added is inland waterway transport and services allied to inland waterway transport.</p> <p><i>In terms of activity classifications the following classes are involved:</i></p> <ul style="list-style-type: none"> <li>- ISIC/Rev.4:<sup>3</sup> Class 5022 – Inland waterway transport</li> <li>- NACE/Rev.2:<sup>4</sup> Class 5040 - Fluvial transport.</li> </ul> <p>Footnote 3:          ISIC Rev.4 - International Standard Industrial Classification of All Economic Activities, United Nations Statistics Division. (Draft)</p> <p>Footnote 4:          NACE Rev2 - Statistical Classification of Economic Activities in the European Union, Official Journal N° L 393/1, 30 December 2006.</p>	<p>Enterprise carrying out in one or more places activities for the production of IWT services using IWT vessels and whose main activities according to the value added is inland waterway transport and services allied to inland waterway transport.</p> <p><i>In terms of activity classifications the following classes are involved:</i></p> <ul style="list-style-type: none"> <li>- ISIC/Rev.4: Class 50.2 – Inland water transport.</li> <li>Class 50.21 – Inland passenger water transport.</li> <li>- NACE/Rev.2: Class 50.3 - Inland passenger water transport.</li> <li>Class 50.30 - Inland passenger water transport.</li> </ul>	<p>Remove footnote reference and the associated footnotes below (delete footnotes 3 and 4).          22-23.03.2018: To be deleted!          Teleconference IWW, 20.04.2018 – to keep definition. Added in the title ‘Passenger’. DG MOVE corrected the NACE and ISIC codes:          ISIC/Rev.4: Class 50.2 – Inland water transport          Class 50.21 – Inland passenger water transport          - NACE/Rev.2: Class 50.3 - Inland passenger water transport          Class 50.30 - Inland passenger water transport</p>
C.III-02	Inland Freight Waterways Transport (IWT) Enterprise		<p>A freight IWT transport enterprise carrying out in one or more places the organisation and operation of:</p> <ul style="list-style-type: none"> <li>- river cruises;</li> <li>- mini cruises/excursions;</li> <li>- ferry services;</li> <li>- IWT urban transport system;</li> <li>- water taxi service in an urban area.</li> </ul> <p><i>In terms of activity classifications the following classes are involved:</i></p>	<p>Teleconference IWW, 20.04.2018 – Added new definition for ‘Inland Freight Waterways Transport (IWT) Enterprise’. Included is information from deleted definitions C.III-04 - C.III-08.          Artemis drafted the final proposed definition:          A freight IWT transport enterprise</p>



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			<p>- ISIC/Rev.4: Class 50.2 – Inland water transport              Class 50.22 – Inland freight water transport          - NACE/Rev.2: Class 50.4 - Inland freight water transport              Class 50.40 - Inland freight water transport</p>	<p>carrying out in one or more places the organisation and operation of:</p> <ul style="list-style-type: none"> <li>- river cruises;</li> <li>- mini cruises/excursions;</li> <li>- ferry services;</li> <li>- IWT urban transport system;</li> <li>- water taxi service in an urban area.</li> </ul> <p>In terms of activity classifications the following classes are involved:</p> <ul style="list-style-type: none"> <li>- ISIC/Rev.4: Class 50.2 – Inland water transport              Class 50.22 – Inland freight water transport</li> <li>- NACE/Rev.2: Class 50.4 - Inland freight water transport              Class 50.40 - Inland freight water transport</li> </ul>
C.III-04	IWT river cruise enterprise		An IWT enterprise carrying out in one or more places the organisation and operation of river cruises.	New entry developed in the context of a consultancy for Eurostat on Inland Waterways passenger transport Teleconference IWW, 20.04.2018 – deleted.
C.III-05	IWT mini cruise/excursion enterprise		An IWT enterprise carrying out in one or more places mini cruises/excursions.	New entry developed in the context of a consultancy for Eurostat on Inland Waterways passenger transport Teleconference IWW, 20.04.2018 – deleted.
C.III-06	IWT ferry enterprise		An IWT enterprise carrying out in one or more places scheduled ferry services.	New entry developed in the context of a consultancy for Eurostat on Inland Waterways passenger transport Teleconference IWW, 20.04.2018 – deleted.
C.III-07	IWT urban transport enterprise		An IWT enterprise operating an IWT urban transport system.	New entry developed in the context of a consultancy for Eurostat on Inland Waterways passenger

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				transport Teleconference IWW, 20.04.2018 – deleted.
C.III-08	<del>Water taxi enterprise</del>		<del>An IWT enterprise operating water taxi service in an urban area.</del>	New definition. Teleconference IWW, 20.04.2018 – deleted.
C.III-04	Inland waterways port enterprise	An enterprise carrying out in one or more places the provision of inland waterway port services and the main activity of which according to value added is the provision of inland waterway port services. Pleasure port enterprises are excluded. <i>In terms of activity classifications, the following classes are involved:</i> - ISIC/Rev.4 5022 – Service activities incidental to water transportation 5224 – Cargo handling -NACE/Rev.2 50.22 – Service activities incidental to water transportation 52.24 – Cargo handling. <i>Note: ISIC 9329 and NACE 93.29 include pleasure port activities.</i>	An enterprise carrying out in one or more places the provision of inland waterway port services and the main activity of which according to value added is the provision of inland waterway port services. Pleasure port enterprises are excluded. <i>In terms of activity classifications, the following classes are involved:</i> - ISIC/Rev.4: Class 52.22 – Service activities incidental to water transportation Class 52.24 – Cargo handling - NACE/Rev.2: Class 52.22 – Service activities incidental to water transportation Class 52.24 – Cargo handling. <i>Note: ISIC 9329 and NACE 93.29 include pleasure port activities.</i>	Added “Class”. DG MOVE corrected the NACE and ISIC codes: - ISIC/Rev.4: Class 52.22 – Service activities incidental to water transportation NACE/Rev.2: Class 52.22 – Service activities incidental to water transportation.
C.III-05	Public inland waterways port enterprise	A port enterprise which is principally owned (more than 50 per cent of the capital) by the State or public authorities and their enterprises.	A port enterprise which is principally owned (more than 50 per cent of the capital) by the State or public authorities and their enterprises.	Teleconference IWW, 20.04.2018 – to keep this definition from the 4 <sup>th</sup> edition of Glossary.
C.III-10	Employment	<del>Average number of persons working during a given period in an IWT enterprise (inclusive of working owners, partners working regularly in the enterprise and unpaid family workers), as well as persons working outside the enterprise but who belong to it and are directly paid by it.</del>		Teleconference IWW, 20.04.2018 – to be deleted.
C.III-11	Turnover	<del>Total amount invoiced by a railway enterprise during the period under review. This corresponds to market sales of goods or services supplied to third parties. Turnover includes all duties and taxes on the goods or services invoiced by the enterprise with the exception of VAT invoiced by the unit vis-à-vis its customers. It also includes all other charges to the customers. Reduction in prices, rebates and</del>	<del>Total amount invoiced by the IWT enterprise during the period under review. This total corresponds to market sales of goods or services supplied to third parties. Turnover includes all duties and taxes on the goods or services invoiced by the enterprise with the exception of VAT invoiced by the unit vis-à-vis its customers. It also includes all other charges to customers. Reductions in prices, rebates and discounts as well as the value of</del>	Teleconference IWW, 20.04.2018 – to be deleted.

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		<del>discounts as well as the value of returned packing must be deducted, but not cash discounts.</del>	<del>returned packing must be deducted, but not cash discounts. Turnover includes only ordinary activities and hence does not include sales of fixed assets. Operating subsidies received from public authorities are also excluded.</del>	
<b>C.IV. TRAFFIC</b>				
<b>Code of the definition 1</b>	<b>Title of the definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
C.IV-04	Inland waterway ferry service		A ferry service is a regular short service between two ports or mooring/landing places, with or without intermediate calls. These operate either: (i) according to a published timetable; or (ii) with crossings so regular or frequent that they constitute a recognisably systematic series.	New definition – proposed by Eurostat and UNECE.
C.IV-05	Urban Inland waterway transport service		A scheduled public transport service for commuter and other local traffic within an urban area, operating throughout the year. <i>Services ensuring the connectivity between settlements relatively close to each other in a defined geographical area by inland waterways are also included in this definition, e.g. the services in the Danube Delta.</i> <i>For urban areas, operations within the urban area limits are included while for interurban services the boundary would need to be determined on a case to case basis.</i>	Teleconference, 07 May 2018: approved text.
C.IV-08	Inland waterway convoy	One or more non-powered IWT vessels which are towed or pushed by one or more powered IWT vessels.	One or more non-powered IWT vessels which are towed or pushed by one or more powered IWT vessels, including side-by-side formations.	ECE/TRANS/WP.6/2013/1 - added text. Teleconference IWW, 20.04.2018 – approved new text. Illustration.
C.IV-07	Convoy kilometer	<del>Unit of measurement of traffic representing the movement of convoy over one kilometre on an inland waterway. The distance taken into account is the distance actually run. Movements of unladen individual vessels or convoys are included.</del>	<del>Unit of measurement of traffic representing the movement of convoy over one kilometre on an inland waterway. The distance taken into account is the distance actually run. Movements of unladen individual vessels or convoys are included.</del>	Teleconference IWW, 20.04.2018 – to be deleted.
<b>C.V. TRANSPORT MEASUREMENT</b>				
<b>Code of the definition</b>	<b>Title of the Definition</b>	<b>Old definition (4<sup>th</sup> edition)</b>	<b>New/changed/removed definition (5<sup>th</sup> edition)</b>	<b>Description of the Modification</b>

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1	2	3	4	5
C.V-07	Fluvio-maritime (Sea-river) transport	Fluvio-maritime transport  A transport operation partly by inland waterways and partly by sea, without transshipment. It can be operated by inland waterway vessel or seagoing ships. <i>Any inland waterway vessel undertaking such transport will need to have the appropriate authorisation permitting it to operate at sea.</i>	Sea-river transport  A transport operation partly by inland waterways and partly by sea, without transshipment. It can be operated by inland waterway vessel or seagoing ships. <i>Any inland waterway vessel undertaking such transport will need to have the appropriate authorisation permitting it to operate at sea.</i>	ECE/TRANS/WP.6/2013/1 – changed title from ‘Fluvio-maritime transport’ to ‘Sea-river transport’. Teleconference IWW, 20.04.2018 – approved new title ‘Fluvio-maritime (Sea-river) transport’.
C.V-08	Inland waterways transit transport	Inland waterway transport through a country between two places (a place of loading/embarkation and a place of unloading/disembarkation) both located in another country or in other countries provided that the total journey within the country is by inland waterways and that there is no loading/embarkation and unloading/ disembarkation operation in that country. IWT vessels loaded/unloaded at the frontier of that country onto/from another mode of transport are included.	Inland waterway transport through a country between two places (a place of loading/embarkation and a place of unloading/disembarkation) both located in another country or in other countries provided that the total journey within the country is by inland waterways and that there is no loading/embarkation and unloading/ disembarkation operation in the transit country. <i>IWT vessels loaded/unloaded at the frontier of that country onto/from another mode of transport are included.</i>	Replacing ‘that’ by the ‘transit’. This helps to make the definition clearer. Teleconference IWW, 20.04.2018 – change accepted, to use ‘transit country’.
C.V-10	Inland waterways passenger	Any person who makes a journey on board of an IWT vessel. <i>Service staff assigned to IWT vessels are not regarded as passengers.</i>	Any person who makes a journey on board of an IWT vessel. Service staff assigned to IWT vessels are not regarded as passengers.	16.05.18: Eurostat proposed to keep the existing definition.
<del>C.V-11</del>	<del>River cruise passenger</del>		<del>An IWT passenger making a journey on an IWT river cruise vessel. A transfer from one IWT vessel to another is regarded as embarkation after disembarkation.</del>	New entry developed in the context of a consultancy for Eurostat on Inland Waterways passenger transport 16.05.18: Decided to be deleted.
<del>C.V-12</del>	<del>Mini cruise/excursion passenger</del>		<del>An IWT passenger undertaking a mini cruise/excursion on an IWT mini cruise/excursion vessel. A transfer from one IWT vessel to another is regarded as embarkation after disembarkation.</del>	16.05.18 Decided to be deleted.
<del>C.V-13</del>	<del>Ferry passenger</del>		<del>Passenger who boards an IWT ferry to be conveyed by it. A transfer from one IWT vessel to another is regarded as embarkation after disembarkation.</del>	16.05.18 Decided to be deleted.
<del>C.V-14</del>	<del>Urban transport passenger</del>		<del>An IWT passenger making a journey on an IWT urban transport system A transfer from one IWT vessel to another is regarded as</del>	16.05.18: Decided to be deleted.

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			<b>embarkation after disembarkation</b>	
C.V-17	Cruise passenger excursion		A short visit by a cruise passenger to a tourist attraction associated with a port/landing place while retaining a cabin on board.	New definition Eurostat proposed to include this definition (16.05.2018).
C.V-18	Inland waterways river cruise		A river voyage on an IWW cruise vessel taken for pleasure and usually calling in at several places. The duration of a cruise is longer than one day.	New definition ‘River cruise’: A journey for touristic purposes between a port of origin and a port of final destination, calling at a number of passenger ports and other landing places of touristic interest. <i>The port of origin and the port of final destination may be the same port.</i> 16.05.2018: Eurostat proposed new title ‘Inland waterways river cruise’ and new text: ‘A river voyage on an IWW cruise vessel taken for pleasure and usually calling in at several places. The duration of a cruise is longer than one day’.
C.V-19	Port of embarkation		The port where passengers are embarked on a vessel.	New definition ‘Place of origin of a river cruise’: ‘The place/port where passengers first embarked to take part in the river cruise’. 16.05.18: Eurostat proposed new title ‘Port of embarkation’ and new text: ‘The port where passengers are embarked on a vessel’.
C.V-20	Port of disembarkation		The port where passengers are disembarked from a vessel.	New definition ‘Place of final destination of a river cruise’: ‘The place/port where all passengers disembark at the end of a river cruise’. 16.05.18: Eurostat proposed new title ‘Port of disembarkation; and new text: ‘The port where

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				passengers are disembarked from a vessel’.
C.V-22	Passenger night on board		<del>A passenger night on board is one passenger in a cabin on board a vessel for one night. Nights on board correspond to the total number of nights on board the vessel by all the passengers. For example, two passengers on board for 6 nights spend 12 nights on board. This corresponds to a bed night in the hotel (hospitality) industry, where it is a measure of occupancy of one person (assigned to one bed) for one night.</del>	New definition Teleconference IWW, 20.04.2018 – to be deleted.
C.V-25	Tonne-kilometre by Inland waterways	Unit of measurement of goods transport which represents the transport of one tonne by inland waterways over one kilometre. The distance taken into account is the distance performed in the reporting country.	Unit of measurement of goods transport which represents the transport of one tonne by inland waterways over one kilometre. <i>The distance taken into account is the distance actually travelled in the reporting country.</i>	Teleconference IWW, 20.04.2018 – Added in Italics: <i>‘The distance taken into account is the distance actually travelled in the reporting country’.</i>
C.V-26	TEU-km by inland waterways	Unit for measuring the goods transport by containers equivalent to one TEU transported over a distance of one kilometre. For the purpose of reporting the TEU-km performance only the distance travelled on navigable inland waterways performed in the reporting country has to be taken into account	Unit for measuring the goods transport by containers equivalent to one TEU transported over a distance of one kilometre. For the purpose of reporting the TEU-km performance only the distance travelled on navigable inland waterways performed in the reporting country has to be taken into account.	Teleconference IWW, 20.04.2018 – To keep the old wording ‘For the purpose of reporting the TEU-km performance only the distance travelled on navigable inland waterways performed in the reporting country has to be taken into account’.
<b>C.VI ENERGY CONSUMPTION</b> - The sub-section ‘VI. Energy consumption’ was removed from this chapter. The Energy consumption definitions can be found in the new chapter ‘H. Energy consumption’, section ‘H.III Energy consumption by the transport sector’.				
<b>C.VI ACCIDENTS</b> 16.05.2018, Eurostat: The IWW WG did not provide particular input on this issue. Having read the proposals for maritime accidents, Eurostat proposes to use the same definitions for all terms (adapted to IWW terminology). Anyway, the new maritime definitions follow the existing IWW definitions on accidents with some improvements. We strongly believe that definitions between transport modes on the same topic should be streamlined as much as possible. Below, the definition for accidents is given as an example.				
Code of the definition 1	Title of the Definition 2	Old definition (4 <sup>th</sup> edition) 3	New/changed/removed definition (5 <sup>th</sup> edition) 4	Description of the Modification 5
C.VI-02	Inland waterways transport accident	An IWT accident is a specific, identifiable, unexpected, unusual and unintended external event caused by, or in connection with, the operation of an IWT vessel resulting in an IWT casualty or incident which occurs in a particular time and place, without apparent cause	An event that has resulted in any of the following: 1. The death of, or serious injury to, a person that is caused by, or in connection with, the operations of an IWW vessel; or 2. The loss of a person from an IWW vessel that is caused	Added , after reason 16.05.18: Eurostat drafted the final proposed definition.

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		<p>but with marked effect.                  By definition suicides are excluded as they are a deliberate act. For this reason neither the UIC in its rail accident statistics nor the international road accident statistics take them into account.                  Because of their importance, suicide statistics should be collected separately. Terrorist and criminal acts are excluded.</p>	<p>by, or in connection with, the operations of an IWW vessel; or                  3. The loss, presumed loss or abandonment of an IWW vessel; or                  4. Material damage to an IWW vessel; or                  5. The stranding or disabling of an IWW vessel, or the involvement of an IWW vessel in a collision; or                  6. Material damage to the inland waterways infrastructures external to a vessel; that could seriously endanger the safety of the vessel or another vessel or an individual: or                  7. Damage to the environment brought about by the damage of an IWW vessel or IWW vessels being caused by, or in connection with, the operations of an IWW vessel or IWW vessels.                  Any accident involved in the normal operation of the vessel, including when it is in port or at anchor is covered. For maritime transport statistics, only injury accidents which occur when the vessel is in motion are included. A vessel is deemed to be in motion once the last link to the shore or the anchorage is cast off. The vessel ceases to be in motion once the first link to the shore or anchorage is established.  <i>Terrorist, other criminal acts and acts of war are excluded. By definition suicides are excluded as they are a deliberate act. Illness not related to operation of the ship is excluded.</i></p>	
C.VI-07	Person injured	<p>Any person who as result of an injury accident was not killed immediately or not dying within 30 days, but sustained an injury, normally needing medical treatment, excluding attempted suicides.  <i>Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.                  An injured person is excluded if the competent authority declares the cause of the injury to be attempted suicide,                  i.e. a deliberate act to injure oneself resulting in injury, but not in death</i></p>	<p>Any person who as result of an injury accident was not killed immediately or not dying within 30 days, but sustained an injury, normally needing medical treatment, excluding attempted suicides.  <i>Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.                  An injured person is excluded if the competent authority declares the cause of the injury to be attempted suicide, i.e. a deliberate act to injure oneself resulting in injury, but not in death.</i></p>	Removed unnecessary line feed.
C.VII-13	Serious casualty	A casualty which does not qualify as a very serious	A casualty which does not qualify as a very serious	Removed space between ‘In’ and ‘:’

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		casualty and which involves: - A fire, explosion, grounding, contact, heavy weather damage, ice damage, hull cracking or suspected hull defect, etc., resulting in: - Structural damage rendering the IWT vessel not navigable, such as penetration of the hull underwater, immobilisation of main engines, extensive accommodation damage etc.; or - Pollution (regardless of quantity); and/or - A breakdown necessitating towage or assistance from the bank	casualty and which involves: - A fire, explosion, grounding, contact, heavy weather damage, ice damage, hull cracking or suspected hull defect, etc., resulting in: - Structural damage rendering the IWT vessel not navigable, such as penetration of the hull underwater, immobilisation of main engines, extensive accommodation damage etc.; or - Pollution (regardless of quantity); and/or - A breakdown necessitating towage or assistance from the bank.	
C.VII-16 —	Daylight	<del>As reported by the police or other authorities.</del>		Sweden proposed to delete this definition.
C.VII-17 —	Darkness	<del>As reported by the police or other authorities.</del>		Sweden proposed to delete this definition.
C.VII-18 —	Twilight (or unknown)	<del>As reported by the police or other authorities. A residual category covering cases where daylight conditions were very poor or where no information on light conditions was available.</del>		Sweden proposed to delete this definition.
<b>D. PIPELINE TRANSPORT</b>				
<b>HEADER for the whole chapter</b>		Pipelines	Pipeline Transport	To use the chapter title “Pipeline Transport” as header.
<b>D.I/II Infrastructure/Transport Equipment (old code D.I Infrastructure/Transport)</b>				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
D.I/II-01	Pipeline	Pipelines  A closed conduit, with pumps, valves and control devices, for conveying fluids, gases, or finely divided solids by pumping or compression. <i>Only units which actually carry out an activity during the reference period should be considered. ‘Dormant’ units or those not yet having begun their activity are excluded.</i>	Pipeline  A closed conduit, with pumps, valves and control devices, for conveying fluids, gases, or finely divided solids by pumping or compression. <i>Only units which actually carry out an activity during the reference period should be considered. ‘Dormant’ units or those not yet having begun their activity are excluded.</i>	Replace “Pipelines” by “Pipeline”.
D.I/II-02	Pipeline facility	Pipeline Facility  <del>New and existing piping, rights-of-way, and any</del>	Pipeline facility  <del>New and existing piping, rights-of-way, and any</del>	Remove capital F at Facility.



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		equipment, facility, or building used in the transportation of gas, hazardous liquids, or carbon dioxide, or in the treatment of gas during the course of transportation.	equipment, facility, or building used in the transportation of gas, hazardous liquids, or carbon dioxide, or in the treatment of gas during the course of transportation.	
D.I/II-03	Pipeline network	All pipelines in a given area. <i>Pipelines of the national territory includes pipelines on the seabed of the state.</i>	All pipelines in a given area. <i>Pipelines on the national territory include pipelines on the seabed of the country.</i>	Correction of grammar.
D.I/II-05	Gas pipeline	Gas Pipeline  All parts of the pipe conduit, complete with such equipment as valves, compressor stations, communications systems, and meters for transporting natural and/or supplemental gas from one point to another, usually from a point in or beyond the producing field or processing plant to another pipeline or to points of utilisation.	Gas pipeline  All parts of the pipe conduit, completed with such equipment as valves, compressor stations, communications systems, and meters for transporting natural and/or supplemental gas from one point to another, usually from a point in or beyond the producing field or processing plant to another pipeline or to points of utilisation.	Title - removed capital ‘P’ at Pipeline. Replaced “complete” by “completed”.
D.I/II-06	Types of oil and gas pipelines	<p>1. Gathering Pipelines Group of smaller interconnected pipelines forming complex networks with the main purpose of bringing crude oil or natural gas from several nearby wells to a treatment plant or processing facility. <i>In this group, pipelines are usually short, couple of hundred of metres, and with small diameters. Also sub-sea pipelines for collecting product from deep water production platforms are considered gathering systems.</i></p> <p>2. Transportation Pipelines (Trunk pipelines) Mainly long pipes with large diameters, moving products (oil, gas, refined products) between cities, countries and even continents. These transportation networks include several compressor stations in gas lines or pump stations for crude and multi-product pipelines. <i>Branch lines, where they satisfy the requirements for transportation pipelines, are included as well as</i></p>	<p>1. Gathering pipelines Group of smaller interconnected pipelines forming complex networks with the main purpose of bringing crude oil or natural gas from several nearby wells to a treatment plant or processing facility. <i>In this group, pipelines are usually short, couple of hundred of metres, and with small diameters. Also sub-sea pipelines for collecting product from deep water production platforms are considered gathering systems.</i></p> <p>2. Transportation pipelines (trunk pipelines) Mainly long pipes with large diameters, moving products (oil, gas, refined products) between cities, countries and even continents. These transportation networks include several compressor stations in gas lines or pump stations for crude and multi-product pipelines. <i>Branch lines, where they satisfy the requirements for transportation pipelines, are included as well as pipelines between the land and drilling platforms at sea. Excluded are pipelines whose total length is less than 50 kilometres or whose inside diameter is less than 15 centimetres and pipelines used only for military purposes or located</i></p>	<p>Removed capital letters. Removed “.” at the end of the title. Replaced “km” by “kilometres” for ‘Transportation pipelines (trunk pipelines)’. Illustration D.I/II-06 Types of oil and gas pipelines.</p>

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		<p><i>pipelines between the land and drilling platforms at sea. Excluded are pipelines whose total length is less than 50 km or whose inside diameter is less than 15 centimetres and pipelines used only for military purposes or located entirely within the site boundaries of an industrial operation, as well as pipelines that are entirely off-shore (i.e. located solely out in the open sea). International pipelines whose total length is 50 km or more are included even if the section in the reporting country is less than 50 km long. Pipelines consisting of two (or more) parallel pipelines are to be counted twice (or more).</i></p> <p>3. Distribution Pipelines.                  Composed of several interconnected pipelines with small diameters, used to take the products to the final consumer.  <i>Basically, feeder lines to distribute gas to homes and businesses downstream, or pipelines at terminals to distribute final products to tanks and storage facilities are included in this group.</i></p>	<p><i>entirely within the site boundaries of an industrial operation, as well as pipelines that are entirely off-shore (i.e. located solely out in the open sea). International pipelines whose total length is 50 kilometres or more are included even if the section in the reporting country is less than 50 kilometres long. Pipelines consisting of two (or more) parallel pipelines are to be counted twice (or more).</i></p> <p>3. Distribution pipelines                  Composed of several interconnected pipelines with small diameters, used to take the products to the final consumer.  <i>Basically, feeder lines to distribute gas to homes and businesses downstream, or pipelines at terminals to distribute final products to tanks and storage facilities are included in this group.</i></p>	
<b>D.III Enterprises, investment and maintenance</b>				
The section title “Enterprises, economic performance and employment” was replaced by ‘Enterprises, investment and maintenance’ as proposed by Eurostat.				
Code of the definition 1	Title of the definition 2	Old definition (4 <sup>th</sup> edition) 3	New/changed/removed definition (5 <sup>th</sup> edition) 4	Description of the Modification 5
D.III-01	Enterprise	<i>The requirements of an enterprise are that it has one ownership or control. It can, however, be heterogeneous with regard to its economic activity as well as to its location.</i>	<del><i>The requirements of an enterprise are that it has one ownership or control. It can, however, be heterogeneous with regard to its economic activity as well as to its location. Even those enterprises without salaried employees are taken into account. Only units that actually carry out an activity during the reference period should be included. ‘Dormant’ units or those that have not as yet begun their activity are excluded.</i></del>	22-23.03.2018 Deleted D.III-01 Enterprise; D.III-04 Employment; D.III-05 Turnover.
D.III-01	Pipeline transport enterprise	Enterprise formed to carry out in one or more places activities for the provision of transport services through oil or gas pipelines and whose	Enterprise formed to carry out in one or more places activities for the provision of transport services through oil or gas pipelines and whose main activity according to	Added “Class”. Removed footnotes 5 and 6.

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		<p>main activity according to the value added is the transportation of goods through oil or gas pipelines.</p> <p><i>In terms of activity classifications the following classes are involved:</i></p> <p><i>ISIC/Rev.4<sup>5</sup> : Class 4930 - Transport via pipelines</i></p> <p><i>NACE/Rev.2<sup>6</sup> : Class 49.50 - Transport via pipelines.</i></p> <p>Footnote 5:                  ISIC Rev.4 - International standard Industrial Classification of All Economic Activities, Statistical papers, United Nations.</p> <p>Footnote 6:                  NACE Rev.2 - Statistical Classification of Economic Activities in the European Union. Official Journal of the European Union N° L393/1, 30 December 2006.</p>	<p>the value added is the transportation of goods through oil or gas pipelines.</p> <p><i>In terms of activity classifications the following classes are involved:</i></p> <p><i>ISIC/Rev.4: Class 4930 - Transport via pipelines</i></p> <p><i>NACE/Rev.2: Class 49.50 - Transport via pipelines.</i></p>	
D.III-02	Public pipeline transport enterprise	A pipeline transport enterprise which is principally owned (more than 50 per cent of the capital) by the State or public authorities and their enterprises.	A pipeline transport enterprise which is principally owned (more than 50 per cent of the capital) by the country or public authorities and their enterprises.	Replaced “State” by “country”.
D.III-04	Employment	Average number of persons working during a given period in a pipeline transport enterprise and persons working outside the enterprise but who belong to it and are directly paid by it.	<del>Average number of persons working during a given period in a pipeline transport enterprise (inclusive of working proprietors, partners working regularly in the enterprise and unpaid family workers), as well as persons working outside the enterprise but who belong to it and are directly paid by it.</del>	22-23.03.2018 Deleted: D.III-01 Enterprise; D.III-04 Employment; D.III-05 Turnover.
D.III-05	Turnover	<del>Total amount invoiced by a railway enterprise during the period under review. This corresponds to market sales of goods or services supplied to third parties. Turnover includes all duties and taxes on the goods or services invoiced by the enterprise with the exception of VAT invoiced by the unit vis-à-vis its customers. It also includes all other charges to the customers. Reduction in prices, rebates and discounts as well as the value of returned packing must be deducted, but not cash discounts. <i>Turnover does not include sales of fixed assets. Operation subsidies received from public authorities are also excluded.</i></del>	<del>Total amount invoiced by a railway enterprise during the period under review. This total corresponds to market sales of goods or services supplied to third parties. Included in turnover is “other operating income” e.g. income from concessions, franchise arrangements, patents, trademarks and similar values. Turnover includes all duties and taxes on the goods or services invoiced by the enterprise with the exception of VAT invoiced by the unit vis-à-vis its customers. It also includes all other charges to the customers. Reduction in prices, rebates and discounts as well as the value of returned packing must be deducted, but not cash discounts.</del>	22-23.03.2018 Deleted: D.III-01 Enterprise; D.III-04 Employment; D.III-05 Turnover.

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<i>Turnover includes only ordinary activities and hence does not include sales of fixed assets. Operation subsidies received from public authorities are also excluded.</i>				
<b>D.IV/V Traffic/transport measurement</b>				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
D.IV/V-02	National oil pipeline transport	Oil pipeline transport between two places (a pumping-in place and a pumping-out place) located in the same country or in the part of the seabed that is allocated to it. It may involve transit through a second country.	Oil pipeline transport between two places (a pumping-in place and a pumping-out place) located in the same country or in the part of the seabed that is allocated to it. It may involve transit through other countries.	Replaced ‘a second country’ by ‘other countries’.
D.IV/V-03	National gas pipeline transport	Gas pipeline transport between two places (an initial compression facility and a decompressing facility) located in the same country or in the part of the seabed that is allocated to it. It may involve transit through a second country.	Gas pipeline transport between two places (an initial compression facility and a decompressing facility) located in the same country or in the part of the seabed that is allocated to it. It may involve transit through other countries.	Replaced ‘a second country’ by ‘other countries’.
D.IV/V-07	Goods transported by pipeline	Any gas, natural or manufactured, liquefied or in the gaseous state <sup>7</sup> , crude oil <sup>8</sup> or refined petroleum product <sup>9</sup> moved by pipelines.	Any gas, natural or manufactured, liquefied or in the gaseous state (SITC, division 34), crude oil (SITC class 333) or refined petroleum product (SITC class 334) moved by pipelines.	Deleted footnotes 7, 8 and 9.
D.IV/V-08	Crude oil	Crude Oil  A mixture of hydrocarbons that exists in the liquid phase in natural underground reservoirs and remains liquid at atmospheric pressure after passing through surface separating facilities.	Crude oil  A mixture of hydrocarbons that exists in the liquid phase in natural underground reservoirs and remains liquid at atmospheric pressure after passing through surface separating facilities.	Removed capital ‘O’ at Oil.
D.IV/V-09	Refined petroleum products	Refined Petroleum Products  Refined petroleum products include but are not limited to gasoline, kerosene, distillates (including No. 2 fuel oil), liquefied petroleum gas, asphalt, lubricating oils, diesel fuels, and residual fuels.	Refined petroleum products  Refined petroleum products include but are not limited to gasoline, kerosene, distillates (including No. 2 fuel oil), liquefied petroleum gas, asphalt, lubricating oils, diesel fuels, and residual fuels.	Removed capital ‘P’ at Petroleum and Products.
D.IV/V-10	Natural gas	Liquefied Natural Gas (LNG)  Natural gas consists mainly of methane occurring naturally in underground deposits, associated with crude oil or gas recovered from coal mines (colliery	Natural gas  Natural gas consists mainly of methane occurring naturally in underground deposits, associated with crude oil or gas recovered from coal mines (colliery gas). To	Removed capital ‘N’ at Natural and capital ‘G’ at Gas.  Deleted unnecessary line feed. Used the abbreviation LNG as it has been defined in the title of the

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		gas). To facilitate its transportation, natural gas may be converted to liquid form by reducing its temperature to: - 160°C under atmospheric pressure. It then becomes liquefied natural gas (LNG). <i>The density of LNG is between 0.44 and 0.47 tonnes per cubic metre, depending on its composition.</i>	facilitate its transportation, natural gas may be converted to liquid form by reducing its temperature to - 160°C under atmospheric pressure. It then becomes liquefied natural gas (LNG). <i>The density of LNG is between 0.44 and 0.47 tonnes per cubic metre, depending on its composition.</i>	definition. 22-23.03.2018: - new title: Natural gas - Added in the text: liquefied natural gas.
D.IV/V-11	Liquefied petroleum gas (LPG)	Liquid Petroleum Gas (LPG)  Consists of propane and butane and is usually derived from natural gas. <i>In locations where there is no natural gas and the gasoline consumption is low, naphtha is converted to LPG by catalytic reforming.</i>	Liquefied petroleum gas (LPG)  Petroleum gas consists of propane and butane and is usually derived from natural gas and crude oil refining. Petroleum gas can be liquefied under low pressure (5-10 atmospheres) and then become LPG. <i>In locations where there is no natural gas and the gasoline consumption is low, naphtha is converted to LPG by catalytic reforming.</i>	Replaced “Liquid” by “Liquefied”, (see the Glossary of the IEA (International Energy Agency). Removed capital ‘P’ at Petroleum and capital ‘G’ at Gas. Completed definition according to D.VI-06. 22-23.03.2018: - new title: Liquefied petroleum gas (LPG) Deleted the sentences ‘In the liquid state and at temperature of 38°C .... Their specific gravity ranges from 0.50 to 0.58.’
D.IV/V-12	Tonne-kilometre by pipeline	Unit of measurement of transport which represents transport of one tonne of goods by pipeline over one kilometre. <i>The distance taken into account is the distance actually run.</i>	Unit of measurement of transport which represents the transport of one tonne of goods by pipeline over one kilometre. <i>The distance taken into account is the distance actually run.</i>	Added “the” after ‘which represents’.
D.IV/V-13	Goods having left the country by pipeline (other than goods in transit by pipeline throughout)	Goods which, having been loaded into a pipeline by pumping or compression in one country or that part of the seabed allocated to it, left the country by pipeline and were delivered in another country.	Goods which, having been loaded into a pipeline by pumping or compression in one country or that part of the seabed allocated to it, left the country by pipeline and were delivered to another country.	Replaced “delivered in another country” by ‘delivered to another country’.
D.IV/V-16	Goods pipeline transport link	The combination of the loading place by pumping or compression and the delivery place of the goods transported by pipeline whichever itinerary is followed. <i>Places are defined by using international classification systems such as NUTS (Nomenclature of Territorial Units for Statistics used by Eurostat).</i>	The combination of the loading place by pumping or compression and the delivery place of the goods transported by pipeline whichever itinerary is followed. <i>Places are defined by using international classification systems such as NUTS (Nomenclature of Territorial Units for Statistics - Eurostat).</i>	Harmonised text in Italics with the formulation in Road B.V-15.
<del>D.IV/V-17</del>	<del>Place of initial pumping-in or</del>	<del>Location of the initial pumping-in or compression</del>	<del>Place of initial pumping-in or compression station</del>	<del>Harmonised title with other modes</del>

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	compression station	station place  The place taken into account is the place at which the goods were first pumped-in or first compressed into a pipeline.	The place taken into account is the place at which the goods were first pumped-in or first compressed into a pipeline.	where we have “Place of loading”.
D.IV/V-18	Place of pumping-out or delivery station	Pumping out or gas delivery place  The place taken into account is the place at which the goods were pumped out or delivered from a pipeline.	Place of pumping-out or delivery station  The place taken into account is the place at which the goods were pumped-out or delivered from a pipeline.	Harmonised title with other modes where we have “Place of unloading” and with D.IV/V-17. Replaced “pumping out” by “pumping-out”.
<b>D.VI Energy consumption</b> - The sub-section ‘VI. Energy consumption’ was removed from this chapter. The Energy consumption definitions can be found in the new chapter ‘H. Energy consumption’, section ‘H.III Energy consumption by the transport sector’.				
<b>E. MARITIME TRANSPORT</b>				
<b>E.I INFRASTRUCTURE</b>				
Code of the definition 1	Title of the Definition 2	Old definition (4 <sup>th</sup> edition) 3	New/changed/removed definition (5 <sup>th</sup> edition) 4	Description of the Modification 5
E.I-01	Maritime coastal area	A maritime coastal area is normally defined as a contiguous stretch of coastline, together with islands offshore. It is defined either in terms of one or more ranges of ports along the coastline, or in terms of the latitude and longitude of one or more sets of extremities of the coastal area. <i>River banks can be included. For some countries, two separate stretches of coastline may be counted as one maritime coastal area, as, for example, the Atlantic and Pacific coastlines of Mexico.</i>	A maritime coastal area is normally defined as a contiguous stretch of coastline, together with islands offshore. It is defined either in terms of one or more ranges of ports along the coastline, or in terms of the latitude and longitude of one or more sets of extremities of the coastal area. <i>River banks can be included.</i>	Statistics Norway: The reference to some countries having two separate stretches of coastline within one MCA is no longer relevant following amendments to Annex IV of Directive 2009/42/EC. Deleted text in Italics at the end: <i>‘For some countries, two separate stretches of coastline may be counted as one maritime coastal area, as, for example, the Atlantic and Pacific coastlines of Mexico.’</i>
E.I-02	Territorial Sea		A belt of coastal waters extending at most 12 nautical miles (22.2 km; 13.8 mi) from the baseline (usually the mean low-water mark) of a coastal state.	New definitions - response to DG MOVE. Changed ‘Territorial waters’ to ‘Territorial Sea’ by Stephane Floch (EMSA) - UNCLOS wording.
E.I-03	International waters		All parts of the sea that are not included in the territorial sea or in the internal waters of a State and where "no State" may validly purport to subject any part of them to	New definitions - response to DG MOVE.

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			its sovereignty.	
E.I-04	Exclusive economic zone		A sea zone over which a state has special rights regarding the exploration and use of marine resources, including energy production from water and wind. It stretches from the baseline out to 200 nautical miles (nmi) from the coast. <i>The difference between the territorial sea and the exclusive economic zone is that the first confers full sovereignty over the waters, whereas the second is merely a "sovereign right" which refers to the coastal state's rights below the surface of the sea.</i>	New definitions - response to DG MOVE.
E.I-05	Port (also C.I-08)	A place having facilities for merchant ships to moor and to load or unload cargo or to disembark or embark passengers to or from vessels, usually directly to a pier.	An area of land and water made up of such infrastructure and equipment so as to permit, principally, the reception of waterborne vessels, their loading and unloading, the storage of goods, the receipt and delivery of those goods and the embarkation and disembarkation of passengers, crew and other persons and any other infrastructure necessary for transport operators within the port area.	Added (also C.I-08). DG MOVE – wording updated. Definition from the Regulation 2017/352.
<del>E.I-06</del>	<del>Port authority</del>		<del>A port authority ensures the effective, safe, secure and efficient handling of shipping within the port and the offshore approaches to it and may take care of the development, construction, management and operation of the port and its industrial area if any.</del>	DG MOVE request. 03.05.2018, Norway proposed to be deleted because it is equal to E.III-05.
E.I-06	Statistical port (also C.I-09)	A statistical port consists of one or more ports, normally controlled by a single port authority, able to record ship and cargo movements.	A statistical port consists of one or more ports, normally controlled by a single port authority, able to record ship, passenger and cargo movements. <i>Not all the ports under the control of a single port authority have to be included in any associated statistical port.</i>	Added (also C.I-09). Norway suggestion: ‘A statistical port consists of one or more ports, normally controlled by a single port authority, able to record vessel, passenger and cargo movements. <i>Not all the ports under the control of a single port authority have to be included in any associated statistical port.</i> ’ DG MOVE – wording updated.
E.I-07	Hub port	A port served by deep sea scheduled shipping and by scheduled short sea shipping	A port served by deep sea scheduled shipping and by scheduled short sea shipping where transshipment activity takes place.	DG MOVE – wording updated.
<del>E.I-08</del>	<del>UN/LOCODE (also C.I-10)</del>	<del>5 character code where the first two characters are</del>	<del>5 character code where the first two characters are the</del>	Added (also C.I-10).



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		the ISO 3 166 country codes while the remaining three are derived from Recommendation 16 from the UNECE in Geneva, together with Eurostat supplied codes for ports not yet included in the UN system.	ISO 3166-1 alpha 2 country codes which can be followed by a blank and 3-character code for the place name (see Recommendation 16 from the UNECE), together with Eurostat supplied codes for ports not yet included in the UN system.	Changed definition, closer to the UNECE Document (precise ISO code, and construction of the code itself) – see reference: <a href="http://www.unece.org/fileadmin/DAM/cefact/recommendations/rec16/rec16_rev3_ecetrd227.pdf">http://www.unece.org/fileadmin/DAM/cefact/recommendations/rec16/rec16_rev3_ecetrd227.pdf</a>
E.I-10	Port land side facilities	a) Total port land area – m <sup>2</sup> b) Crude oil and petroleum products storage areas – m <sup>2</sup> c) Other bulk storage and stacking areas – m <sup>2</sup> d) Container stacking areas – in m <sup>2</sup> and TEU e) Other areas – m <sup>2</sup> f) Roads – m g) Rail track – m h) Passenger terminals – number and number of vessels accommodated per terminal. <i>The bulk storage and stacking area includes facilities for dry bulks, timber, paper, semi bulks etc. Rail track includes sidings.</i>	a) Total port land area – m <sup>2</sup> ; b) Crude oil and petroleum products storage areas – m <sup>2</sup> ; c) Other bulk storage and stacking areas – m <sup>2</sup> ; d) Container stacking areas – in m <sup>2</sup> and TEU; e) Other areas – m <sup>2</sup> ; f) Roads – m; g) Rail track – m; h) Passenger terminals – number and number of vessels accommodated per terminal, terminal capacity. <i>The bulk storage and stacking area includes facilities for dry bulks, timber, paper, semi bulks etc. Rail track includes sidings.</i>	DG MOVE suggestion to include ‘terminal capacity’ at h) Passenger terminals.
E.I-14	Ro-Ro berth (also C.I-12)	A location at which a Ro-Ro ship can berth and load and unload motor vehicles and other mobile Ro-Ro units via ramps from ship to shore and vice versa	A location at which a Ro-Ro ship can berth and load and unload motor vehicles and other mobile Ro-Ro units via ramps from ship to shore and vice versa.	Added (also C.I-12). 22-23.03.2018: to keep in the text Ro-Ro ship.
E.I-15	Port cranes by lifting capacity (also C.I-13)	Number of cranes available in ports by lifting capacity. <i>Possible classes of lifting capacity are as follows:</i> a) 10 tonnes or less; b) Greater than 10 tonnes and up to 20 tonnes; c) Greater than 20 tonnes and up to 40 tonnes; d) Greater than 40 tonnes.	Number of cranes available in ports by lifting capacity. <i>Possible classes of lifting capacity are as follows:</i> a) 10 tonnes or less; b) Greater than 10 tonnes and up to 20 tonnes; c) Greater than 20 tonnes and up to 40 tonnes; d) Greater than 40 tonnes.	Added (also C.I-13).
E.I-16	Port cranes by type (also C.I-14)	Number of cranes available in ports by type: a) Mobile container cranes; b) Other container cranes; c) Other cranes.	Number of cranes available in ports by type: a) Mobile container cranes; b) Other container cranes; c) Other cranes.	Added (also C.I-14).
<b>E.II TRANSPORT EQUIPMENTS (VESSELS)</b>				
<b>Code of the definition</b>	<b>Title of the Definition</b>	<b>Old definition (4<sup>th</sup> edition)</b>	<b>New/changed/removed definition (5<sup>th</sup> edition)</b>	<b>Description of the Modification</b>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>



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E.II-03	Year of major conversion	Year of last major refit or modification  The year in which a vessel last underwent a major modification or refit affecting its structure.	Year of major conversion  The year in which a vessel last underwent a major modification or refit affecting its structure.	16.04.2018 – new title ‘Year of major conversion’ proposed by EMSA. Old title ‘Year of last major refit or modification’.
E.II-04	Dry cargo seagoing barge	This category includes deck barges, hopper barges, lash-seabee barges, open dry cargo barges, covered dry cargo barges and other dry cargo barges.	This category includes deck barges, hopper barges, lighter-aboard-ship (LASH)-seabee barges, open dry cargo barges, covered dry cargo barges and other dry cargo barges.	Naming scheme (ship types are listed by their full name).
E.II-05	Ship (Vessel)	Ship (Boat)  Seagoing self-propelled surface-displacement vessel. <i>Catamarans (High Speed Craft) are included. Hydrofoil, air cushion vehicles (hovercraft), submersibles and submarines are excluded. A seagoing ship actually goes to sea, that is, outside the boundary within which inland waterway technical safety regulations apply, and outside which the ship’s operators must satisfy the seagoing regulations.</i>	Ship (Vessel)  Seagoing self-propelled surface-displacement vessel. <i>Catamarans (High Speed Craft) are included. Hydrofoil, air cushion vehicles (hovercraft), submersibles and submarines are excluded. A seagoing ship actually goes to sea, that is, outside the boundary within which inland waterway technical safety regulations apply, and outside which the ship’s operators must satisfy the seagoing regulations.</i>	Added ‘Vessel’ in the title instead of ‘Boat’.
E.II-06	Merchant ship	Ship designed for the carriage of goods, transport of passengers or specially fitted out for a specific commercial duty. <i>Naval ships and ships used by public administration and public services are excluded. Merchant ships are divided into cargo and passenger carrying ships and ships of miscellaneous activities, specially fitted out for a specific duty. Ships of miscellaneous activities include fish catching and processing ships, tugs, dredgers, research/survey ships, and ships used in offshore production and support. While the following specific types are identified, based on the Eurostat classification (ICST-COM) which is harmonised with the UNCTAD International Classification of Ship Types, barges are treated separately and not included in the definition of a Merchant ship:</i> 1. Liquid bulk carrier This category includes oil tankers, chemical tankers,	Ship designed for the carriage of goods, transport of passengers or specially fitted out for a specific commercial duty. <i>Naval ships and ships used by public administration and public services are excluded. Merchant ships are divided into cargo and passenger carrying ships and ships of miscellaneous activities, specially fitted out for a specific duty. Ships of miscellaneous activities include fish catching and processing ships, tugs, dredgers, research/survey ships, and ships used in offshore production and support. While the following specific types are identified, based on the Eurostat classification (ICST-COM) which is harmonised with the UNCTAD International Classification of Ship Types, barges are treated separately and not included in the definition of a Merchant ship:</i> 1. Liquid bulk carrier This category includes oil tankers, chemical tankers, LG tanker, tanker barge and other tankers. Liquid bulk carriers should be further subdivided into:	Statistics Norway: Merchant ship ... [CORRECTION OF LAST SENTENCE] For the purposes of reporting to the Directive on Maritime Statistics number 2009/42/EC , the ship types included are liquid bulk carriers, dry bulk carriers, container ships, specialised carriers, general cargo non-specialised carriers, dry cargo barges, passenger ships, cruise passenger ships and offshore supply vessels.

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		<p>LGtanker, tanker barge and other tankers. Liquid bulk carriers should be further subdivided into</p> <p>(a) Single hulled liquid bulkcarriers                  (b) Double hulled liquid bulkcarriers.</p> <p>2. Dry bulk carrier                  This category includes bulk/oil carriers and bulk carriers.</p> <p>3. Container <i>ship</i>                  Ship fitted throughout with fixed or portable cell guides for the exclusive carriage of containers.</p> <p>4. Specialised <i>carrier</i>                  Ship specially designed for the carriage of particular cargoes.                  This category includes vehicle carrier, livestock carrier, irradiated fuel carrier, barge carrier and chemical carrier.</p> <p>5. General cargo non-specialised                  Ships designed to carry a wide range of goods                  This category includes reefer, ro-ro passenger, ro-ro container, other ro-ro cargo, combination carrier general cargo/ passenger and combination carrier general cargo/container.                  This category should be subdivided into</p> <p>(a) High speed general cargo non-specialised meeting the requirements set out in the IMO HSC Code paragraph 1.4.30                  (b) Other general cargo non-specialised.</p> <p>6. Dry cargo barge                  This category includes deck barges, hopper barges, lash-seabee barges, open dry cargo barges, covered dry cargo barges and other dry cargo barges.</p> <p>7. Passenger ship                  Ship designed specifically to carry more than 12 fare-paying passengers whether berthed or unberthed.                  This category should be subdivided into</p> <p>(a) High speed passenger ship specialised meeting the requirements set out in the IMO HSS</p>	<p>(a) Single hulled liquid bulkcarriers;                  (b) Double hulled liquid bulkcarriers.</p> <p>2. Dry bulk carrier                  This category includes bulk/oil combination carriers and bulk carriers.</p> <p>3. Container ship                  Ship fitted throughout with fixed or portable cell guides for the exclusive carriage of containers.</p> <p>4. Specialised carrier                  Ship specially designed for the carriage of particular cargoes.                  This category includes vehicle carrier, livestock carrier, irradiated fuel carrier, barge carrier and chemical carrier.</p> <p>5. General cargo non-specialised                  Ships designed to carry a wide range of goods.                  This category includes reefer, ro-ro passenger, ro-ro container, other ro-ro cargo, combination carrier general cargo/ passenger and combination carrier general cargo/container.                  This category should be subdivided into:</p> <p>(a) High speed general cargo non-specialised meeting the requirements set out in the IMO HSC Code paragraph 1.4.30;                  (b) Other general cargo non-specialised.</p> <p>6. Dry cargo barge                  This category includes deck barges, hopper barges, lighter-                  aboard-ship (LASH)-seabee barges, open dry cargo barges, covered dry cargo barges and other dry cargo barges.</p> <p>7. Passenger ship                  Ship designed specifically to carry more than 12 fare-paying passengers whether berthed or unberthed.                  This category should be subdivided into:</p> <p>(a) High speed passenger ship specialised meeting the requirements set out in the IMO HSS Code paragraph 1.4.30;                  (b) Other passenger ships.                  A ship designed with one or more decks specifically for the carriage of passengers, and where there is either no cabin accommodation for the passengers (un- berthed) or</p>	 <p>Naming scheme lighter-aboard-ship (LASH)-seabee barges (ship types are listed by their full name).                  Format change: This does not seem to be a specification of 11.                  Miscellaneous ships contain just the three mentioned types.                  Directive 95/64/EC no longer in force (old), adapted list of included ships.                  Teleconference, 13.04.2018: remove the text under 2. Dry bulk carrier. Removed the reference to the EC Directive on maritime transport statistics at the end of the definition: ‘For the purposes of reporting to the Directive on Maritime Statistics number 2009/42/EC, the ship types included are liquid bulk carriers, dry bulk carriers, container ships, specialised carriers, general cargo non-specialised carriers, passenger ships, cruise passenger ships and offshore supply ships’.                  E-mail from Norway, 16.04.2018: Bulk/oil carriers - as the inclusion</p>
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		<p>Code paragraph 1.4.30                  (b) Other passenger ships                  A ship designed with one or more decks specifically for the carriage of passengers, and where there is either no cabin accommodation for the passengers (un-berthed) or not all of the passengers are accommodated in cabins where cabins are provided, is sometimes referred to as a “ferry”.  <i>Ro-Ro passenger ships are excluded.</i></p> <p>8. Fishing                  This category includes fish catching and fish-processing vessels.</p> <p>9. Offshore activities                  This category includes drilling and exploration vessels and offshore support vessels.</p> <p>10. Tugs                  Ship designed for the towing and/or pushing of ships or other floating structures. Port tugs are included.</p> <p>11. Miscellaneous                  This category includes dredgers, research/survey vessels and other vessels.</p> <p>For the purposes of reporting to the Directive on Maritime Statistics number 95/64/EC, the ship types included are liquid bulk carriers, dry bulk carriers, container ships, specialised carriers, general cargo non-specialised and passenger ships.</p>	<p>not all of the passengers are accommodated in cabins where cabins are provided, is sometimes referred to as a “ferry”.  <i>Ro-Ro passenger ships are excluded.</i></p> <p>8. Fishing                  This category includes fish catching and fish-processing vessels.</p> <p>9. Offshore activities                  This category includes drilling and exploration vessels and offshore support vessels.</p> <p>10. Tugs                  Ship designed for the towing and/or pushing of ships or other floating structures. Port tugs are included.</p> <p>11. Miscellaneous                  This category includes dredgers, research/survey vessels and other vessels.</p>	<p>of combined dry bulk/oil carriers under dry bulk carriers in definition E.II.A-06 the Glossary is directly related to the categories used in the reference classification ICST 94 - UNCTAD International Classification of Ship Types (<a href="http://www.imsf.info/media/1081/icst-94.pdf">http://www.imsf.info/media/1081/icst-94.pdf</a>).                  03.05.2018, Norway: Reversed the suggested change, as ‘bulk/oil combination carriers’ are included under dry bulk in the ICST 94 classification used for maritime statistics:  <a href="http://www.imsf.info/media/1081/icst-94.pdf">http://www.imsf.info/media/1081/icst-94.pdf</a>.                  Illustrations.</p>
E.II-09	Ferry		A seagoing vessel operating a ferry service.	New definition - DG MOVE request. Teleconference, 07.05.2018: approved text.
E.II-11	Country of parent ownership		The country of a parent owned ship corresponds to the nationality of the company having a controlling interest in the direct owner.	New definition - DG MOVE request Teleconference, 13.04.2018: change State to Country in the title and in the text.
E.II-12	Country of the beneficial owner		Where the registered owner of a ship is a bank or finance company, the country of the ‘group beneficial owner’ rather than that of the bank or finance company is used. The ‘group beneficial owner’ is the organisation with the controlling	New definition - DG MOVE request Teleconference, 13.04.2018: change State to Country in the title and in the text.

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			shipping interest in the vessel.	
E.II-15	Merchant Fleet	Number of merchant ships over 100 BT registered at a given date in a country. <i>Changes in the fleet refer to changes in total or within a ship type, in the seagoing fleet of the reporting country, resulting from new construction, modification in type or capacity, transfers to or from a different flag state, scrapping, casualties, or transfer to or from the fluvial register. Vessels under repair are included.</i>	Number of merchant ships over 100 Gross Tons registered at a given date in a country. <i>Changes in the fleet refer to changes in total or within a ship type, in the seagoing fleet of the reporting country, resulting from new construction, modification in type or capacity, transfers to or from a different flag state, scrapping, casualties, or transfer to or from the fluvial register. Vessels under repair are included.</i>	Replaced ‘BT’ by ‘GT’. “Number of merchant ships over 100 GT registered at a given date in a country” (GT=Gross Tons) - ECE/TRANS/WP.6/2016/1 Teleconference, 13.04.2018: replaced ‘GT’ with ‘Gross Tons’.
E.II-18	Automatic Identification System (AIS)	An automatic identification system is a system to: - Provide information – including the ship’s identity, type, position, course, speed, navigational status and other safety related information – automatically to appropriately equipped shore stations, other ships and aircraft; - Receive automatically such information from similarly fitted ships; - Monitor and track ships; - Exchange data with shore-based facilities.	The AIS is a system to: - Provide information – including the ship’s identity, type, position, course, speed, navigational status and other safety related information – automatically to appropriately equipped shore stations, other ships and aircraft; - Receive automatically such information from similarly fitted ships; - Monitor and track ships; - Exchange data with shore-based facilities.	Changed title to emphasize that AIS is a specific system and not a generic automatic identification system. Changed “An automatic identification system” to “The AIS” (abbreviation introduced in the title). Teleconference, 13.04.2018: added (AIS) at end of title.
<b>E.II.B</b>	<b>LOADING UNITS</b>	<b>CONTAINERS</b>	<b>LOADING UNITS</b>	The sub-section ‘Loading Units’ (old title ‘Containers’) was removed from section ‘Transport equipment’ and all definitions were added in the new Intermodal transport chapter.
<b>E.III Enterprises, investment and maintenance</b>				
The section title “Enterprises, economic performance and employment” was replaced by ‘Enterprises, investment and maintenance’ as proposed by Eurostat.				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
E.III-01	Transport for hire and reward	Carriage for remuneration of persons or goods for third parties	Carriage, for remuneration, of persons or goods for third parties.	Deleted - DG MOVE suggestion. Teleconference, 13.04.2018: to be retained after Norway claimed to be an example of its use.
E.III-02	Transport on own account	Transport, which is not for hire or reward <i>Such transport is the movement by an enterprise of</i>	Transport, which is not for hire or reward. <i>Such transport is the movement by an enterprise of its</i>	Deleted - DG MOVE suggestion. Teleconference, 13.04.2018: to be

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		<i>its own cargo without any associated financial transaction.</i>	<i>own cargo without any associated financial transaction.</i>	retained after Norway claimed to be an example of its use.
E.III-03	Enterprise	<del>Institutional unit or smallest combination of institutional units that encloses and directly or indirectly controls all necessary functions to carry out its production activities. The requirements of an enterprise are that it has one ownership or control. It can, however, be heterogeneous with regard to its economic activity as well as to its location. Even those enterprises without salaried employees are taken into account. Only units that actually carry out an activity during the reference period should be included. "Dormant" units or those that have not as yet begun their activity are excluded.</del>		Teleconference, 13.04.2018: deleted.
E.III-03	Sea transport enterprise (Shipping firm)	Enterprise carrying out in one or more places activities for the supply of sea transport services and whose main activities according to value added is sea transport. <i>In terms of activity classifications the following classes are involved:</i> <i>ISIC Rev.4: Class 501 – Sea and coastal water transport</i> <i>NACE/Rev.2: Class 50.1 Sea and coastal passenger water transport</i> <i>Class 50.2 Sea and coastal freight water transport</i> <i>Ship management enterprises which operate merchant ships on behalf of their owners or lease holders are included. Ports and other units providing supporting and auxiliary transport services are excluded. These fall within the scope of E.III-06 below.</i>	Enterprise carrying out in one or more places activities for the supply of sea transport services and whose main activities according to value added is sea transport. <i>In terms of activity classifications, the following classes are involved:</i> <i>ISIC Rev.4: Class 501 – Sea and coastal water transport</i> <i>NACE/Rev.2: Class 50.1 – Sea and coastal passenger water transport</i> <i>Class 50.2 – Sea and coastal freight water transport</i> <i>Ship management enterprises which operate merchant ships on behalf of their owners or lease holders are included. Ports and other units providing supporting and auxiliary transport services are excluded. These fall within the scope of E.III-06 (Port enterprise) below.</i>	Add , after classifications Harmonise names of classifications. Add "-". Change: 'vessel' instead of 'ship'. Changed numbering.
E.III-04	Public sea transport enterprise	Sea transport enterprise which is principally owned (more than 50 per cent of the capital) by the State or public authorities and their enterprises.	Sea transport enterprise which is principally owned (more than 50 per cent of the capital) by the State or public authorities and their enterprises.	Changed numbering.
E.III-05	Port authority		A port authority ensures the effective, safe, secure and efficient handling of shipping within the port and the offshore approaches to it and may take care of the development, construction, management and operation	Teleconference, 13.04.2018: After E.III-02 Public sea transport enterprise was added new definition for Port authority.

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			of the port and its industrial area if any.	
E.III-06	Port enterprise	An enterprise carrying out in one or more places the provision of port services and whose main activity according to value added is port services. Pleasure port enterprises are excluded. <i>Port enterprises themselves other than pleasure port enterprises are included. In terms of activity classifications the following classes are involved:</i> <i>ISIC Rev.4: Class: 5222 – Service activities incidental to water transportation</i> <i>NACE Rev 2: Class 52.22 – Service activities incidental to water transportation.</i>	An enterprise carrying out in one or more places the provision of port services and whose main activity according to value added is port services. Pleasure port enterprises are excluded. <i>Port enterprises themselves other than pleasure port enterprises are included. In terms of activity classifications, the following classes are involved:</i> <i>ISIC Rev.4: Class 5222 – Service activities incidental to water transportation.</i> <i>NACE Rev 2: Class 52.22 – Service activities incidental to water transportation.</i>	Added comma after classifications. Harmonised names of classifications. Deleted “:” after “Class”.
E.III-05	Classification society	An enterprise which sets standards of design and construction of seagoing vessels and the maintenance of those standards throughout the life of the vessel by survey to secure, for the benefit of the community, high technical standards of design, manufacture, construction, maintenance, operation, and performance, for the purpose of enhancing the safety of life and property at sea. <i>In terms of activity classifications the following classes are involved:</i> <i>ISIC Rev.4 Draft: Class: 5229 – Other transportation support activities</i> <i>NACE Rev 2: Class 52.29 – Other transportation support activities.</i>	A non government enterprise which establishes and maintains technical standards for the construction and operation of ships and offshore structures. Classification societies validate and report that the construction of a vessel is in accordance with relevant standards and carry out regular surveys to ensure continuing compliance with the standards. <i>In terms of activity classifications, the following classes are involved:</i> <i>ISIC Rev.4: Class 5229 – Other transportation support activities.</i> <i>NACE Rev 2: Class 52.29 – Other transportation support activities.</i>	Wording updated based on the Norway suggestion. Harmonised names of classifications. Deleted “:” after “Class”. Teleconference, 13.04.2018: deleted.
E.III-06	Turnover	Total amount invoiced by an enterprise during the period under review. This total corresponds to market sales of services or goods supplied to third parties. Included in turnover is “other operating income” e.g. income from concessions, patents, trademarks and similar values. Turnover includes all duties and taxes on the goods or services invoiced by the enterprise with the exception of VAT invoiced by the enterprise vis à vis its customers. It also includes all other charges to customers. Reductions in prices, rebates and discounts as well as the value of returned packing must be deducted,	Total amount invoiced by an enterprise during the period under review. This total corresponds to market sales of services or goods supplied to third parties. Included in turnover is “other operating income” e.g. income from concessions, patents, trademarks and similar values. Turnover includes all duties and taxes on the goods or services invoiced by the enterprise with the exception of VAT invoiced by the enterprise vis à vis its customers. It also includes all other charges to customers. Reductions in prices, rebates and discounts as well as the value of returned packing must be deducted, but not cash discounts. Turnover includes only ordinary activities and hence does	Teleconference, 13.04.2018: deleted.



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		<p>but not cash discounts.  <del>Turnover includes only ordinary activities and hence does not include sales of fixed assets. Operating subsidies received from public authorities, including the institutions of the European Union, are also excluded.</del></p>	<p><del>not include sales of fixed assets. Operating subsidies received from public authorities, including the institutions of the European Union, are also excluded.</del></p>	
E.III-07	Employment	<p><del>Employment is the number of persons employed, i.e. the total number of persons who work in the enterprise (inclusive of working proprietors, partners working regularly in the enterprise and unpaid family workers), as well as persons who work outside the enterprise who belong to it and are paid by it (e.g. sales representatives, delivery personnel, repair and maintenance teams). It includes persons absent for a short period (e.g. sick leave, paid leave or special leave), and also those on strike, but not those absent for an indefinite period. It also includes part-time workers who are regarded as such under the laws of the country concerned and who are on the pay-roll, as well as seasonal workers, apprentices and home workers on the pay-roll.</del></p> <p><del>The number of persons employed excludes manpower supplied to the enterprise by other enterprises, persons carrying out repair and maintenance work in the enquiry enterprise on behalf of other enterprises, as well as those on compulsory military service. On the other hand, persons who are at the disposal of an enterprise for commercial reasons on the basis of a long term contract (i.e. sales promotion personnel on passenger ferries) should be included as employees of the enterprise where they work rather than in the enterprise with which they have their employment contract.</del></p> <p><del>Unpaid family workers refer to persons who live with the proprietor of the enterprise and work regularly for the enterprise, but do not have a contract of service and do not receive a fixed sum</del></p>	<p><del>Employment is the number of persons employed, i.e. the total number of persons who work in the enterprise (inclusive of working proprietors, partners working regularly in the enterprise and unpaid family workers), as well as persons who work outside the enterprise who belong to it and are paid by it (e.g. sales representatives, delivery personnel, repair and maintenance teams). It includes persons absent for a short period (e.g. sick leave, paid leave or special leave), and also those on strike, but not those absent for an indefinite period. It also includes part-time workers who are regarded as such under the laws of the country concerned and who are on the pay-roll, as well as seasonal workers, apprentices and home workers on the pay-roll.</del></p> <p><del>The number of persons employed excludes manpower supplied to the enterprise by other enterprises, persons carrying out repair and maintenance work in the enquiry enterprise on behalf of other enterprises, as well as those on compulsory military service. On the other hand, persons who are at the disposal of an enterprise for commercial reasons on the basis of a long term contract (i.e. sales promotion personnel on passenger ferries) should be included as employees of the enterprise where they work rather than in the enterprise with which they have their employment contract.</del></p> <p><del>Unpaid family workers refer to persons who live with the proprietor of the enterprise and work regularly for the enterprise, but do not have a contract of service and do not receive a fixed sum for the work they perform. This is limited to those persons who are not included on the pay-roll of another enterprise as their principal occupation.</del></p> <p><del>The number of persons employed corresponds to the number of jobs as defined in the European System of Accounts 1995</del></p>	<p>Teleconference, 13.04.2018:          deleted.</p>

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		<del>for the work they perform. This is limited to those persons who are not included on the pay roll of another enterprise as their principal occupation. The number of persons employed corresponds to the number of jobs as defined in the European System of Accounts 1995 (ESA) and is measured as an annual average.</del>	<del>(ESA) and is measured as an annual average.</del>	
E.III-10	Investment expenditure on port infrastructure		Expenditure on new construction and extension of existing port infrastructure, including reconstruction, renewal and major repairs of infrastructure. <i>Includes gross investments in tangible goods such as land, machinery and equipment, existing buildings and structures, new construction and alternation of buildings. Investments in intangible and financial assets are excluded.</i> <i>The recording of investment expenditure should follow as closely as possible that used in the System of National Accounts, according to which major renovations, reconstruction and enlargements that increase the performance or capacity of the infrastructure are to be recorded as investments.</i>	Additional heading to bring maritime in line with other modes - Norway suggestion. DG MOVE proposal for the definitions of infrastructure expenditure for maritime and aviation, if needed to define the items falling under infrastructure expenditure. 03.05.2018, Norway: Deleted text: ‘Maritime transport infrastructure shall comprise, in particular: (a) maritime space; (b) sea canals; (c) maritime ports, including the infrastructure necessary for transport operations within the port area; (d) the connections of the ports to the other modes in the trans-European transport network; (e) dykes, locks and docks; (f) navigational aids; (g) port approaches and fairways; (h) breakwaters; (i) motorways of the sea; (j) associated equipment; (k) telematic applications, including e-Maritime services and VTMIS’. as it was clarified by Paolo that there is little need to include investment/maintenance



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				definitions for other areas than ports and vessels.
<del>E.III-10.1</del>	<del>Investment on marine industry infrastructure other than ports</del>			Teleconference, 13.04.2018: After E.III-10 Investment expenditure on port infrastructure - a new heading is required for as “Investment on marine industry infrastructure other than ports”. Final decision – deleted.
E.III-11	Investment expenditure on vessels		Expenditure on purchase of and major upgrades to seagoing vessels. <i>The recording of investment expenditure should follow as closely as possible that used in the System of National Accounts, according to which major renovations, reconstruction and enlargements that increase the performance or capacity of the infrastructure are to be recorded as investments.</i>	Additional heading to bring maritime in line with other modes but including major upgrades more a feature of maritime. Teleconference, 13.04.2018: Text to be changed as follows “Expenditure on purchase of and major upgrades to seagoing vessels”. 03.05.2018, Norway: In the telephone conference, it was agreed to add the text in Italics.
E.III-12	Maintenance expenditure on port infrastructure		Expenditure for keeping port infrastructure in working order. <i>The recording of maintenance expenditure should follow as closely as possible that used in the System of National Accounts, according to which ordinary maintenance and repairs that do not change the capacity or performance of the infrastructure are to be recorded as maintenance.</i>	Additional heading to bring maritime in line with other modes - Norway suggestion.
<del>E.III-12.1</del>	<del>Maintenance expenditure on marine industry infrastructure other than ports</del>			Teleconference, 13.04.2018: After E.III-12 Maintenance expenditure on port infrastructure - a new heading is required for “Maintenance expenditure on marine industry infrastructure other than ports” Mario and Paolo to consider description. Final decision – deleted.
E.III-13	Maintenance expenditure on vessels		Expenditure for keeping seagoing vessels in working order <i>The recording of maintenance expenditure should follow as</i>	Additional heading to bring maritime in line with other modes. Teleconference, 13.04.2018: Added

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			<i>closely as possible that used in the System of National Accounts, according to which ordinary maintenance and repairs that do not change the capacity or performance of the infrastructure are to be recorded as maintenance.</i>	text in Italics from the equivalent port heading: “ <i>The recording of maintenance expenditure should follow as closely as possible that used in the System of National Accounts, according to which ordinary maintenance and repairs that do not change the capacity or performance of the infrastructure are to be recorded as maintenance.</i> ”
<b>E.IV TRAFFIC</b>				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
E.IV-01	Sea traffic	Any movement of a seagoing vessel at sea. <i>One port traffic (movements of seagoing vessels to offshore installations, or for dumping at sea, or traffic from the sea bed to ports) is included. Fluvio-maritime movements of seagoing vessels are included. Movements on inland waterways between seaports and inland waterway ports are excluded and are included in inland waterway traffic. Movements of seagoing vessels internally, between different basins or docks of the same port, are excluded.</i>	Any movement of a seagoing vessel at sea. <i>One port traffic (movements of seagoing vessels to offshore installations, or for dumping at sea, or traffic from the sea bed to ports) is included. Fluvio-maritime movements of seagoing vessels are included. Movements on inland waterways between seaports and inland waterway ports are excluded and are included in inland waterway traffic. Movements of seagoing vessels internally, between different basins or docks of the same port, are excluded.</i>	Changed heading title to ‘Sea transport’ instead of ‘Sea service’. Teleconference, 13.04.2018: replaced ‘transport’ with ‘traffic’ in the title.
E.IV-02	Scheduled sea traffic	A service provided by sea vessels scheduled and performed according to a published timetable, or so regular or frequent as to constitute a recognisably systematic series.	Traffic provided by sea vessels scheduled and performed according to a published timetable, or so regular or frequent as to constitute a recognisably systematic series.	Replaced ‘service’ by ‘transport’ and make corresponding changes in the text. Teleconference, 13.04.2018: replaced ‘transport’ with ‘traffic’ in the title.
E.IV-03	Unscheduled sea traffic	A sea service other than a scheduled sea service.	A sea service other than a scheduled sea traffic.	Replaced ‘service’ by ‘transport’ and make corresponding changes in the text. Teleconference, 13.04.2018: replaced ‘transport’ with ‘traffic’ in the title.

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E.IV-04	Island sea service		A sea service between: <ul style="list-style-type: none"> <li>- Ports situated on the mainland and on one or more of the islands of one and the same country.</li> <li>- Ports situated on the islands of one and the same country.</li> </ul>	New heading proposed by DG MOVE.
E.IV-05	Ferry service		A ferry service is a regular short sea service between two ports, with or without intermediate calls. These operate either: (i) according to a published timetable; or (ii) with crossings so regular or frequent that they constitute a recognisably systematic series.	Teleconference, 07.05.2018: approved text.
E.IV-06	Feeder service		Short sea container service between a hub port and another port with the objective of consolidating or redistributing freight to or from a deep sea service in the hub port.	New definition, corrected code by Norway from E.V-37 to E.IV-06.
E.IV-10	Port-to-port distance	For statistical purposes, the port-to-port distance is the actual distance sailed. <i>An estimate of the actual distance can be provided.</i>	For statistical purposes, the port-to-port distance is the actual distance sailed. <i>An estimate of the actual distance can be provided.</i>	DG MOVE proposal to include ‘for example by using the most likely route taken by the sea vessels’ in order to be coherent with the chosen approach for the maritime distance matrices. Teleconference, 13.04.2018: to keep existing definition.
E.IV-15	Arrival of a merchant ship	The arrival of any merchant ship making a port call in the territory of the reporting country.	The arrival of any merchant ship making a port call.	Deleted “reporting country”, relevant only in EU legal acts. Teleconference, 13.04.2018: deleted “in the territory of the reporting country”.
E.IV-16	Departure of a merchant ship	The departure of any merchant ship after making a port call in the territory of the reporting country.	The departure of any merchant ship after making a port call.	Deleted “reporting country”, relevant only in EU legal acts. Teleconference, 13.04.2018: deleted “in the territory of the reporting country”.
<b>E.V TRANSPORT MEASUREMENT</b>				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
E.V-03	National sea transport	Sea transport between two ports of a national territory or one port sea transport within national	Sea transport between two ports of a national territory or one port sea transport within national territory.	Teleconference, 13.04.2018: in the Italics text added ‘maritime’ before

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		territory. <i>In the maritime context, national sea transport is also known as cabotage. National sea transport can be performed by a merchant ship registered in the reporting country or in another country.</i>	<i>In the maritime context, national sea transport is also known as maritime cabotage. National sea transport can be performed by a merchant ship registered in the reporting country or in another country.</i>	‘cabotage’.
E.V-05	<del>Cross-trade sea transport</del>	<del>International sea transport between two countries performed by a merchant ship registered in a third country. A third country is a country other than the country of loading/embarkation or the country of unloading/ disembarkation.</del>		Heading removed on advice from DG MOVE. Teleconference, 13.04.2018: deleted.
E.V-06	Deep sea shipping	Transport of cargo by sea other than short sea shipping.	Transport of cargo by sea other than short sea shipping, involving intercontinental routes and/or crossing oceans.	Teleconference, 13.04.2018: added to the definition “involving intercontinental routes and/or crossing oceans”.
E.V-09	Tonne-kilometre	Unit of measure representing the movement of one tonne of cargo in a merchant ship over one kilometre.	Unit of measure representing the movement of one tonne of cargo in a merchant ship over one kilometre. <i>Tonne-kilometres performed is calculated as the sum over all journeys of the product of the total number of tonnes of freight load carried and the port-to-port distance for each journey.</i>	Norway, DG MOVE - Regarding E.V-11 Tonne-kilometres performed and E.V-23 Passenger-kilometres performed we agreed to remove these as separate definitions and instead include the text in italics under E.V.09 Tonne-kilometre and E.V-20 Passenger-kilometre.
E.V-10	Tonne-kilometre offered	A tonne-kilometre is offered when one tonne of carrying capacity in a merchant ship is sailed over one kilometre. Tonne-kilometres offered are equal to the cargo carrying capacity of the vessel multiplied by the port-to-port distance for all journeys. Transport in barges is included.	A tonne-kilometre is offered when one tonne of deadweight tonnage of a merchant ship is sailed over one kilometre. Tonne-kilometres offered are equal to the cargo carrying capacity of the vessel multiplied by the port-to-port distance for all journeys. Transport in barges is included.	Replaced “carrying capacity in” with “the deadweight of” as suggested by DG MOVE.
E.V-11	Tonne kilometres performed	<del>Tonne kilometres performed is calculated as the sum over all journeys of the product of the total number of tonnes of freight load carried and the port-to-port distance for each journey.</del>	<del>Tonne kilometres performed is calculated as the sum over all journeys of the product of the total number of tonnes of freight load carried and the port-to-port distance for each journey.</del>	Norway, DG MOVE - Regarding E.V-11 Tonne-kilometres performed and E.V-23 Passenger-kilometres performed we agreed to remove these as separate definitions and instead include the text in italics under E.V.09 Tonne-kilometre and E.V-20 Passenger-kilometre.

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E.V-12	<del>Freight capacity utilisation</del>	<del>Tonne kilometres performed expressed as a percentage of tonne kilometres offered.</del>		Teleconference, 13.04.2018: to be deleted.
E.V-14	<del>Tonnes on board</del>	<del>Tonnes of cargo on board a merchant ship on arrival at or departure from a port</del>		Deleted - DG MOVE suggestion.
E.V-12	TEU-kilometre offered	A TEU-kilometre offered is the movement of one TEU of capacity in a container ship over one kilometre. TEU-kilometres offered are equal to the TEU carrying capacity of the vessel multiplied by the port-to-port distance for all journeys. <i>The TEU carrying capacity will be the stated capacity recorded in the register of the classification society.</i>	A TEU-kilometre offered is the movement of one TEU of total EU capacity in a container ship over one kilometre. TEU-kilometres offered are equal to the TEU carrying capacity of the vessel multiplied by the port-to-port distance for all journeys. <i>The TEU carrying capacity will be the stated capacity recorded in the register of the classification society.</i>	Added “of total” after “one TEU” - suggested by DG MOVE.
E.V-16	<del>TEU capacity utilisation</del>	<del>TEU kilometres performed expressed as a percentage of TEU kilometres offered.</del>		Teleconference, 13.04.2018: deleted.
E.V-19	<del>TEUs on board</del>	<del>The TEUs on board a merchant ship on arrival at or departure from a port</del>		Deleted - DG MOVE suggestion.
E.V-16	Passenger-kilometre	Unit of measurement representing the movement of one passenger in a merchant ship over one kilometre.	Unit of measurement representing the movement of one passenger in a merchant ship over one kilometre. <i>The sum of the products obtained by multiplying the number of sea passengers carried on each journey by the port-to-port distance.</i>	Norway, DG MOVE - Regarding E.V-11 Tonne-kilometres performed and E.V-23 Passenger-kilometres performed we agreed to remove these as separate definitions and instead include the text in italics under E.V.09 Tonne-kilometre and E.V-20 Passenger-kilometre.
E.V-23	<del>Passenger kilometers performed</del>	<del>The sum of the products obtained by multiplying the number of sea passengers carried on each journey by the port-to-port distance.</del>	<del>The sum of the products obtained by multiplying the number of sea passengers carried on each journey by the port to port distance.</del>	Norway, DG MOVE - Regarding E.V-11 Tonne-kilometres performed and E.V-23 Passenger-kilometres performed we agreed to remove these as separate definitions and instead include the text in italics under E.V.09 Tonne-kilometre and E.V-20 Passenger-kilometre.
E.V-24	<del>Passenger capacity utilisation</del>	<del>Passenger kilometres performed expressed as a percentage of passenger kilometres offered.</del>		Teleconference, 13.04.2018: to be deleted.
E.V-25	Purpose of a sea passenger journey	The reasons for undertaking a journey are: <ul style="list-style-type: none"> <li>— Work and education (Commuting)</li> <li>— Business</li> </ul>		Teleconference, 13.04.2018: this is more suitable for inclusion in the Passenger mobility chapter/annex.

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		<del>Holidays (vacation) Other (Shopping, leisure, family).</del>		Deleted.
E.V-22	Sea passenger transport link	Combination of the port of embarkation and the port of disembarkation of the passenger conveyed by sea whatever itinerary is followed. These ports are maritime ports (except for fluvio-maritime transport for which they may be inland waterway ports), coded with international classification systems such as UN-LOCODE (codification for ports and other places). Those ports can be grouped according to their geographical location by using international classification systems such as NUTS (Nomenclature for Territorial Units for Statistics – Eurostat). Where the port of embarkation and disembarkation are the same, no sea transport link is implied	Combination of the port of embarkation and the port of disembarkation of the passenger conveyed by sea whatever itinerary is followed. <i>These ports are maritime ports (except for fluvio-maritime transport for which they may be inland waterway ports), coded with international classification systems such as UN/LOCODE (codification for ports and other places).</i> <i>Those ports can be grouped according to their geographical location by using international classification systems such as NUTS (Nomenclature for Territorial Units for Statistics – Eurostat).</i> <i>Where the port of embarkation and disembarkation are the same, no sea transport link is implied.</i>	Statistics Norway: UN-LOCODE should be corrected to UN/LOCODE (in accordance with the spelling used in E.I-05).
E.V-26	Gross-gross weight of goods	The total weight of the goods carried, all packaging, and the tare weight of the transport unit (e.g. containers, swap bodies and pallets containing goods as well as road goods vehicles wagons or barges carried on the vessel)	The total weight of the goods carried, including all packaging, and the tare weight of the transport unit (e.g. containers, swap bodies and pallets containing goods as well as road goods vehicles wagons or barges carried on the vessel).	Statistics Norway suggestion: ‘including all packaging and the tare weight of the transport unit’. Slight rephrasing in order to better clarify the difference between E.V-36 (gross-gross weight) and E.V-37 (gross weight). Teleconference, 13.04.2018: agreed to add “, including all packaging and tare weight of the transport unit after “The total weight of goods carried”.
E.V-41	<del>Categories of goods carried by sea</del>	<del>The categories of goods carried by sea are those defined by the NST (Standard Goods Nomenclature for Transport Statistics – Eurostat) or CSTE (UNECE Commodity Classification for Transport Statistics in Europe) nomenclatures.</del>	<del>The categories of goods carried by sea are those defined by the NST-2007 and NST/R (Standard Goods Nomenclature for Transport Statistics – Eurostat) or CSTE (UNECE Commodity Classification for Transport Statistics – Eurostat) nomenclature. The categories are 01 Products of agriculture, hunting, and forestry; fish and other fishing products 02 Coal and lignite; crude petroleum and natural gas 03 Metal ores and other mining and quarrying products; peat; uranium and thorium 04 Food products, beverages and tobacco</del>	Norway suggestion. DG MOVE proposal: to add NST-2007 and NST/R. Teleconference, 13.04.2018: deleted.

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			<p>05 Textiles and textile products; leather and leather products</p> <p>06 Wood and products of wood and cork (except furniture); articles of straw and plaiting materials; pulp, paper and paper products; printed matter and recorded media</p> <p>07 Coke and refined petroleum products</p> <p>08 Chemicals, chemical products, and man-made fibres; rubber and plastic products; nuclear fuel</p> <p>09 Other non-metallic mineral products</p> <p>10 Basic metals; fabricated metal products, except machinery and equipment</p> <p>11 Machinery and equipment n.e.c.; office machinery and computers; electrical machinery and apparatus n.e.c.; radio, television and communication equipment and apparatus; medical, precision and optical instruments; watches and clocks</p> <p>12 Transport equipment</p> <p>13 Furniture; other manufactured goods n.e.c.</p> <p>14 Secondary raw materials; municipal wastes and other wastes</p> <p>15 Mail, parcels</p> <p>16 Equipment and material utilized in the transport of goods</p> <p>17 Goods moved in the course of household and office removals; baggage and articles accompanying travellers; motor vehicles being moved for repair; other non-market goods n.e.c.</p> <p>18 Grouped goods: a mixture of types of goods which are transported together</p> <p>19 Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 01-16.</p> <p>20 Other goods n.e.c.</p>	
E.V-35	Ship to ship transhipment	<p>The unloading of cargo from one merchant ship and its loading into another to complete a journey, even where the cargo may have dwell time ashore before its onward journey.</p> <p><i>Transhipment to other modes is excluded.</i></p>	<p>The unloading of cargo from one merchant ship and its loading into another to complete a journey, even where the cargo may have dwell time ashore before its onward journey.</p> <p><i>Transhipment to other modes is excluded.</i></p>	<p>DG MOVE suggested change to the last sentence in Italics: “Included are transhipments between deep sea vessels and between deep sea container vessels and a smaller</p>

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			<i>Included are transshipments between deep sea vessels and between deep sea container vessels and a smaller feeder vessel.</i>	feeder vessel.”
E.V-36	Feeder transport		The short sea container transport between a large hub port and another port with the objective of consolidating or redistributing freight to or from a deep sea service in the hub port.	DG MOVE and Norway suggested to add new definition for Feeder transport.
E.V-39	Goods sea transportlink	The combination of the port of loading and the port of unloading of the goods transported by sea whatever itinerary is followed. <i>Those ports are maritime ports (except for fluvio-maritime transports for which it may be inland waterway ports), coded with international classification systems such as UN-LOCODE (codification for ports and other places). Those ports can be grouped according to their geographical location by using international classification systems such as NUTS (Nomenclature for Territorial Units for Statistics – Eurostat)</i>	The combination of the port of loading and the port of unloading of the goods transported by sea whatever itinerary is followed. <i>Those ports are maritime ports (except for fluvio-maritime transports for which it may be inland waterway ports), coded with international classification systems such as UN/LOCODE (codification for ports and other places). Those ports can be grouped according to their geographical location by using international classification systems such as NUTS (Nomenclature for Territorial Units for Statistics – Eurostat).</i>	Norway suggestion
<b><del>E.VI ENERGY CONSUMPTION</del></b> - The sub-section ‘VI. Energy consumption’ was removed from this chapter. The Energy consumption definitions can be found in the new chapter ‘H. Energy consumption’, section ‘H.III Energy consumption by the transport sector’.				
<b>E.VI Accidents (new section)</b>				
Code of the definition 1	Title of the Definition 2	Old definition (4 <sup>th</sup> edition) 3	New/changed/removed definition (5 <sup>th</sup> edition) 4	Description of the Modification 5
E.VI-01	Marine accident		An event, or a sequence of events, that has resulted in any of the following which as occurred directly in connection with the operation of a ship: 1. The death of, or serious injury to, a person; 2. The loss of a person from a ship; 3. The loss, presumed loss or abandonment of a marine vessel; 4. Material damage to a marine vessel; 5. The stranding or disabling of a marine vessel, or the involvement of a marine vessel in a collision; 6. Material damage to the marine infrastructures external to a vessel; that could seriously endanger the safety of the vessel or another vessel or an individual:	New definition 22-23.03.2018: added ‘Marine’, new title ‘Marine accident’. 09.04.2018 EMSA suggested to combine E.VII-01 and E.VII-11 in a unique definition (as it is for Railway, Aviation, Road). Extra comment about the ship in motion or not is included, as discussed during the meeting. Teleconference, 13.04.2018 - The new text was roposed by Artemis. 16.05.2018 Norway added



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			<p>7. Severe damage to the environment, or the potential for severe damage to the environment, brought about by the damage of a marine vessel.</p> <p>Any accident during the normal operation of the vessel, including when it is in port or at anchor is covered. For maritime transport statistics, only injury accidents which occur when the vessel is in motion are included. A vessel is deemed to be in motion once the last link to the shore or the anchorage is cast off. The vessel ceases to be in motion once the first link to the shore or anchorage is established.</p> <p>Terrorist, other criminal acts and acts of war are excluded. By definition suicides are excluded as they are a deliberate act. Illness, not related to operation of the ship are excluded.</p> <p><i>In the maritime sector, the events listed in 1.-7. are also known as “marine casualties”. In this context, “casualty” refers to vessel and infrastructure damage as well as personal injury or death.</i></p>	<p>reference to ‘marine casualties’ (as in E.VII-12 and E.VII-13). The proposed by Norway text was approved.</p>
E.VI-02	Injury accident		Any accident involving at least one marine vessel and resulting in at least one injured or killed person.	<p>New definition</p> <p>09.04.2018 EMSA proposal for definition was approved: ‘Any accident involving at least one marine vessel and resulting in at least one injured or killed person’.</p>
E.VI-03	Fatal accident		Any injury accident resulting in a person killed.	New definition
E.VI-04	Non-fatal accident		Any injury accident other than a fatal accident.	New definition
E.VI-05	Person killed		<p>Any person killed immediately or dying within 30 days as a result of an injury accident.</p> <p><i>For countries that do not apply the threshold of 30 days, conversion coefficients are estimated so that comparisons on the basis of the 30 day-definition can be made.</i></p>	<p>New definition</p> <p>22-23.03.2018: added ‘at sea’, new title ‘Persons killed at sea’.</p> <p>09.04.2018 EMSA proposal for definition: ‘Any person killed immediately or dying within 30 days as a result of an injury accident.</p> <p><i>For countries that do not apply the</i></p>

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				<p><i>threshold of 30 days, conversion coefficients are estimated so that comparisons on the basis of the 30 day-definition can be made’.</i></p> <p>03.05.2018, Norway: It was agreed with EMSA to delete in the title ‘at sea’ and to keep only ‘Person killed’.</p>
E.VI-06	Person lost at sea		A person missing at sea, being presumed to have gone overboard.	New definition
E.VI-07	Person injured		Any person who as result of an injury accident was not killed, but sustained an injury.	<p>New definition</p> <p>22-23.03.2018: discrepancy between E.VII-07 Person injured and E.VII-10 Person slightly injured. New definition revised and agreed by Norway, EMSA and Artemis:</p> <p>Any person who as result of an injury accident was not killed immediately or not dying within 30 days, but sustained an injury, normally needing medical treatment, excluding attempted suicides.</p> <p><i>Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.</i></p> <p><i>An injured person is excluded if the competent authority declares the cause of the injury to be attempted suicide, i.e. a deliberate act to injure oneself resulting in injury, but not in death.</i></p> <p>EMSA suggested the final text:                  Any person who as result of an injury accident was not killed, but sustained an injury.</p>
E.VI-08	Serious injury		An injury which is sustained by a person in a casualty	New definition

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			resulting in incapacitation for more than 72 hours commencing within seven days from the date of injury.	
E.VI-09	Person seriously injured		Any person who as result of an injury accident was seriously injured.	New definition revised and agreed by Norway, EMSA and Atemis: ‘Any person injured who was hospitalized for a period of more than 24 hours’. 09.04.2018 EMSA proposed the final text: Any person who as result of an injury accident was seriously injured.
E.VI-10	Person slightly injured		Any person who as result on an injury accident was not seriously injured.	New definition: ‘Any person injured excluding persons seriously injured. <i>Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured</i> ’. 09.04.2018 EMSA proposed final text: ‘Any person who as result on an injury accident was not seriously injured’.
E.VII-11	Marine casualty		An event that has resulted in any of the following: 1. The death of, or serious injury to, a person that is caused by, or in connection with, the operations of a marine vessel; or 2. The loss of a person from a marine vessel that is caused by, or in connection with, the operations of a marine vessel; or 3. The loss, presumed loss or abandonment of a marine vessel; or 4. Material damage to a marine vessel; or 5. The stranding or disabling of a marine vessel, or the involvement of a marine vessel in a collision; or 6. Material damage to the marine infrastructures external to a vessel; that could seriously endanger the safety of the vessel or another vessel or an individual; or 7. Damage to the environment brought about by the damage of a marine vessel or marine vessels being caused by, or in connection with, the operations of a	New definition 22-23.03.2018: ITF – ‘casualty’ refer to person in other chapters. 16.05.2018 Norway – deleted.

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			<del>marine vessel or marine vessels. In the maritime transport sector, “casualty” refers to vessel and infrastructure damage as well as personal injury or death. This reflects usage in the insurance industry.</del>	
E.VI-11	Very serious marine casualty		A casualty to a marine vessel which involves the total loss of the marine vessel, loss of life or severe damage to the environment.	New definition
E.VI-12	Serious marine casualty		A casualty which does not qualify as a very serious casualty and which involves a fire, explosion, grounding, contact, heavy weather damage, ice damage, hull cracking or suspected hull defect, etc., resulting in: <ul style="list-style-type: none"> <li>- Structural damage rendering the marine vessel not navigable, such as penetration of the hull underwater, immobilization of main engines, extensive accommodation damage etc.; or</li> <li>- Pollution (regardless of quantity); and/or</li> <li>- A breakdown necessitating towage or shore assistance.</li> </ul>	New definition
E.VI-13	Marine incident		An occurrence or event being caused by, or in connection with, the operations of a marine vessel in motion at sea, other than a marine casualty that endangered, or, if not corrected, would endanger the safety of the vessel, its occupants or any other person or the environment.	New definition  Deleted text in Italics: <i>‘By definition suicides are excluded as they are a deliberate act. Terrorist and criminal acts are excluded’.</i>
E.VI-14	Causes of a Marine accident		Actions, omissions, events, existing or pre-existing conditions or a combination thereof, which led to a marine casualty or incident.	New definition
E.VI-15	Category of person in marine casualty or incident statistics		<ul style="list-style-type: none"> <li>- Passenger;</li> <li>- Crew member;</li> <li>- Other persons who are not passengers nor crew members.</li> </ul>	New definition ‘Category of person in marine accident statistics’: <ul style="list-style-type: none"> <li>- Marine passenger;</li> <li>- Crew members, authorised officials and contractors;</li> <li>- Unauthorised persons on board.</li> </ul> Teleconference, 13.04.2018: Changed title to ‘Category of

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				person in marine casualty or incident statistics’. EMSA proposed: <ul style="list-style-type: none"> <li>- Passenger;</li> <li>- Crew member;</li> <li>- Other persons who are not passengers nor crew members.</li> </ul>
<b>F. AIR TRANSPORT</b>				
<b>F.I INFRASTRUCTURE</b>				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
F.I-01	Airport	A defined area of land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft and open for commercial air transport operations. <i>Most airports have a 4-letter ICAO code as listed in the ICAO Document 7910. Most but not all also have codes allocated by IATA.</i>	A defined area of land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft and open for commercial air transport operations. <i>Most airports have a 4-letter ICAO code as listed in the ICAO Document 7910. Most but not all also have codes allocated by IATA. ICAO airport codes may change but not re-used while IATA airport codes may change and may be re-used.</i>	DG MOVE note was added at the end of the text: ‘ICAO airport codes may change but not re-used while IATA airport codes may change and may be re-used’.
F.I-02	International airport	International Airport  Any airport designated by the State in the territory of which it is situated as an airport of entry and departure for international air traffic, where the formalities incidental to customs, immigration, public health, agricultural quarantine and similar procedures are carried out, whether such facilities are provided on a full time or part-time basis.	International airport  Any airport designated by the State in the territory of which it is situated as an airport of entry and departure for international air traffic, where the formalities incidental to customs, immigration, public health, agricultural quarantine and similar procedures are carried out, whether such facilities are provided on a full time or part-time basis.	Changed ‘A’ with ‘a’.
F.I-03	Domestic airport	Domestic Airport  Any airport not designated to handle international traffic	Domestic airport  Any airport not designated to handle international traffic.	Changed ‘A’ with ‘a’. Added “.” after traffic.
F.I-04	Airport terminal	Airport Terminal	Airport terminal	Changed ‘T’ with ‘t’. Added “.” after freight.

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		<p>A self-contained facility for handling passengers and/or freight:</p> <ul style="list-style-type: none"> <li>- Passenger terminal An airport terminal with facilities for the handling of passengers, including passenger check-in, baggage handling, security, immigration passenger boarding and disembarkation.</li> <li>- Freight terminal An airport terminal designed solely to handle freight shipments, including freight acceptance and release, secure storage, security and documentation.</li> </ul>	<p>A self-contained facility for handling passengers and/or freight:</p> <ul style="list-style-type: none"> <li>- Passenger terminal. An airport terminal with facilities for the handling of passengers, including passenger check-in, baggage handling, security, immigration passenger boarding and disembarkation.</li> <li>- Freight terminal. An airport terminal designed solely to handle freight shipments, including freight acceptance and release, secure storage, security and documentation.</li> </ul>	<p>Added “.” after terminal.</p>
F.I-07	Check-in facilities	<p>Check-in Facilities</p> <ul style="list-style-type: none"> <li>- Conventional A conventional check-in facility where airline staff handle ticket processing, luggage labelling, including fast bag drops, and issue of boarding cards directly.</li> <li>- Self-service check-in kiosks. A kiosk providing check-in facilities and offering automatic ticket processing, boarding cards and, in some cases, luggage label printing.</li> </ul>	<p>Check-in facilities</p> <ul style="list-style-type: none"> <li>- Conventional. A conventional check-in facility where airline staff handle ticket processing, luggage labelling, including fast bag drops, and issue of boarding cards directly.</li> <li>- Self-service check-in kiosks. A kiosk providing check-in facilities and offering automatic ticket processing, boarding cards and, in some cases, luggage label printing.</li> </ul>	<p>Changed ‘F’ with ‘f’. Added “.” after conventional.</p>
F.I-08	Passenger gates	<p>An area of a passenger terminal where passengers gather prior to boarding their Aircraft.</p> <p>a) With finger bridges (jetbridges or jetways) A gate with a finger bridge connecting to the aircraft to allow boarding without descending to ground level and using steps to board.</p> <p>b) Other. Gates other than those with finger bridges.</p>	<p>An area of a passenger terminal where passengers gather prior to boarding their Aircraft.</p> <p>a) With jet bridges (jetways, air jetty, skybridges or finger bridges). A gate with a finger bridge connecting to the aircraft to allow boarding without descending to ground level and using steps to board.</p> <p>b) Other. Gates other than those with jet bridges.</p>	<p>Dropped ‘finger bridges’ as main term due to lack of external references – replaced by ‘jet bridges’ and ‘jetways, air jetty, skybridges or finger bridges’ as synonymous terms.</p>
F.I-09	Airport car parking	<p>Parking facilities provided at the airport.</p> <ul style="list-style-type: none"> <li>- Short stay Parking where the maximum permitted duration of stay is less than 24 hours.</li> <li>- Medium and long stay (long-term). Parking where the maximum permitted duration of stay is 24 hours or more.</li> </ul>	<p>Parking facilities provided at the airport.</p> <ul style="list-style-type: none"> <li>- Short stay. Parking where the maximum permitted duration of stay is less than 24 hours.</li> <li>- Medium and long stay (long-term). Parking where the maximum permitted duration of stay is 24 hours or more.</li> </ul>	<p>Added “.” after ‘Short stay’. Modified text: ‘should be included’ replaced by ‘considered as Airport car parking’ - DG MOVE proposal. 22-23.03.2018: ‘airport buses are considered <b>to be</b> as airport car parking’ instead of ‘... airport buses</p>

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		<i>For remote parking facilities, only those served by airport buses should be included.</i>	<i>For remote parking facilities, only those served by airport buses are considered to be airport car parking.</i>	are considered as airport car parking’.
F.I-10	Intermodal freight facilities	<del>A freight terminal within the airport with connections to modes other than road on its landside.</del>		22-23.03.2018: remove this definition and put in the Intermodal chapter.
F.I-10	Connections to other modes of transport	Facilities provided within the airport for connection to the following modes of surface transport a) High speed rail Access to high speed rail services. b) Main line rail Access to main line rail services. c) Metro Access to city metro and underground services. d) Inter urban bus services Access to express and inter urban coach services e) City bus services Access to local bus services.	Facilities provided within the airport for connection to the following modes of surface transport: a) High speed rail. Access to high speed rail services. b) Main line rail. Access to main line rail services. c) Metro. Access to city metro and underground services. d) Inter urban bus services. Access to express and inter urban coach services e) Local bus services. Access to local bus services. f) Taxi and passenger cars. Access to local taxi services and passenger cars including rented cars.	Added “.” at the end of the text for a), b), c), d), e). Added f) Taxi. Access to local taxi services (Artemis proposal). 22-23.03.2018: e) ‘Local’ instead of ‘City bus services’. f) added ‘Taxi and passenger cars’. Last sentence - added ‘...and passenger cars including rented cars’.
<b>F.II TRANSPORT EQUIPMENT (AIRCRAFT)</b>				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
F.II-01	Aircraft	Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of air against the earth’s surface. <i>Dirigibles and surface effect vehicles such as hovercraft are excluded. ICAO provides aircraft type designators in ICAO Document 8643. In addition, ICAO and the Commercial Aviation Safety team (CAST) have jointly developed a new taxonomy to correctly identify aircraft. Details are available on the following website: <a href="http://www.intlaviationstandards.org/">http://www.intlaviationstandards.org/</a>.</i>	Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of air against the earth’s surface. <i>Dirigibles and surface effect vehicles such as hovercraft are excluded. ICAO provides aircraft type designators in ICAO Document 8643. In addition, ICAO and the Commercial Aviation Safety team (CAST) have jointly developed a new taxonomy to correctly identify aircraft. Also IATA assigns codes for aircraft types.</i>	Added ‘Also IATA assigns codes for aircraft types’ (DG MOVE proposal). 22-23.03.2018: Deleted text: ‘Details are available on the following website: <a href="http://www.intlaviationstandards.org/">http://www.intlaviationstandards.org/</a> ’
F.II-02	Aviation fleet	Aircraft registered at a given date in a country	Aircraft registered at a given date in a country.	Changed title from ‘Aviation fleet’ to ‘Aircraft registry’ (DG MOVE proposal). Added “.” at the end of the text.

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				22-23.03.2018: to keep title ‘Aviation fleet’.
F.II-04	Aircraft by configuration	<p>a) Passenger aircraft An aircraft configured for the transport of passengers and their baggage. Any freight, including mail, is generally carried in cargo holds in the belly of the aircraft.</p> <p>b) Cargo aircraft An aircraft configured solely for the carriage of freight and/or mail. Persons accompanying certain kinds of cargo, such as livestock, may also be carried.</p> <p>c) Combi aircraft A passenger aircraft with enhanced capabilities for the carriage of freight on the passenger deck.</p> <p>d) Quick change aircraft An aircraft designed to allow a quick change of configuration from passenger to cargo and vice versa.</p> <p>e) Other An aircraft not used for commercial air transport.</p>	<p>a) Passenger aircraft. An aircrafts configured for the transport of passengers and their baggage. Any freight, including mail, is generally carried in cargo holds in the belly of the aircraft.</p> <p>b) Cargo aircraft. An aircrafts configured solely for the carriage of freight and/or mail. Persons accompanying certain kinds of cargo, such as livestock, may also be carried.</p> <p>c) Combi aircraft. A passenger aircraft with enhanced capabilities for the carriage of freight on the passenger deck.</p> <p>d) Quick change aircraft. An aircrafts designed to allow a quick change of configuration from passenger to cargo and vice versa.</p> <p>e) Other. An aircrafts not used for commercial air transport.</p>	<p>Changed title ‘Aircraft by design’ instead of ‘Aircraft by configuration’. DG MOVE comment: Configuration normally means the way the cabin has been configured (fully economy, business/first class, etc...). Perhaps "design" would be more close to the meaning here. Added “.” at the end of the text for a), b), c), d), e). EUROSTAT – In this case also the following subpoints should be modified accordingly: a) an aircrafts designed ... 22-23.03.2018: to keep title ‘Aircraft by configuration’ and delete ‘designed’, keep ‘configured’.</p>
F.II-05	Aircraft by noise characteristics	<p>a) Non-noise certificated aircraft Aircraft not certificated against international noise requirements</p> <p>b) Chapter II aircraft Aircraft meeting the ICAO Chicago Convention Annex 16 Chapter II specifications</p> <p>c) Chapter III aircraft Aircraft meeting the ICAO Chicago Convention Annex 16 Chapter III specifications.</p> <p>d) Chapter IV aircraft. Aircraft meeting the ICAO Chicago Convention Annex 16 Chapter IV specifications.</p>	<p>a) Non-noise certificated aircraft. Aircraft not certificated against international noise requirements.</p> <p>b) Chapter II aircraft. Aircraft meeting the ICAO Chicago Convention Annex 16 Chapter II specifications.</p> <p>c) Chapter III aircraft. Aircraft meeting the ICAO Chicago Convention Annex 16 Chapter III specifications.</p> <p>d) Chapter IV aircraft. Aircraft meeting the ICAO Chicago Convention Annex 16 Chapter IV specifications.</p>	<p>Added “.” at the end of the text for a), b), c).</p>
F.II-06	Aircraft age	Years since first registration of an aircraft.	Years since first registration of an aircraft.	<p>Modified text: ‘Years an aircraft has been built’ instead of ‘Years since first registration of an aircraft’ (DG MOVE proposal). 22-23.03.2018: to keep existing definition.</p>



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<b>F.III Enterprises, investment and maintenance</b>				
<b>The section title “Enterprises, economic performance and employment” was replaced by ‘Enterprises, investment and maintenance’ as proposed by Eurostat.</b>				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
F.III-01—	Enterprise	<del>Institutional unit of smallest combination of institutional units that encloses and directly or indirectly controls all the necessary functions to carry out its production activities. The requirements of an enterprise are that it has one ownership or control. It can, however, be heterogeneous with regard to its economic activity as well as to its location.</del>	Institutional unit of smallest combination of institutional units that encloses and directly or indirectly controls all the necessary functions to carry out its production activities. The requirements of an enterprise are that it has one ownership or control. It can, however, be heterogeneous with regard to its economic activity as well as to its location.	22-23.03.2018: deleted
F.III-01	Airline (commercial air transport operator)	Airline (Commercial air transport operator)  An aviation enterprise operating aircraft for commercial purposes which (i) performs scheduled or non- scheduled air transport services, or both, which are available to the public for carriage of passengers, mail, and /or cargo and (ii) is certified for such purposes by the civil aviation authority of the state in which it is established. <i>ICAO provides a 3-letter air transport operator code as listed in ICAO Document 8585 and is required for all airlines operating international routes. A two-character airline designator is assigned by IATA in accordance with the provisions of IATA Resolution 762. The two/three-character airline designators are used for reservations, schedules, time tables, telecommunications, ticketing, cargo documentation, legal, tariffs, and/or other commercial/traffic purposes. In terms of activity classifications the following classes are involved: ISIC Rev 4 Draft: Division 51 Air transport. NACE Rev 2: Division 51 Air transport.</i>	Airline (commercial air transport operator)  An aviation enterprise operating aircraft for commercial purposes which (i) performs scheduled or non- scheduled air transport services, or both, which are available to the public for carriage of passengers, mail, and /or cargo and (ii) is certified for such purposes by the civil aviation authority of the state in which it is established. <i>ICAO provides a 3-letter air transport operator code as listed in ICAO Document 8585 and is required for all airlines operating international routes. A two-character airline designator is assigned by IATA in accordance with the provisions of IATA Resolution 762. The two/three-character airline designators are used for reservations, schedules, time tables, telecommunications, ticketing, cargo documentation, legal, tariffs, and/or other commercial/traffic purposes. In terms of activity classifications the following classes are involved: ISIC Rev.4: Division 51 - Air transport. NACE Rev.2: Division 51 - Air transport.</i>	Changed ‘C’ with ‘c’. DG MOVE: Also 3 letter codes are used – at least for some of these. The text was changed accordingly: ‘The two/three-character airline designators are used for reservation...’ Harmonised names of classifications. Added “-”. Deleted ‘Draft’ after ISIC Rev 4. Added DG MOVE note: ‘ICAO designator may be reassigned after a period of at least 60 days has elapsed. IATA designator may be reused as well’. 22-23.03.2018: deleted DG MOVE note.
F.III-02	Airport operator	An air transport undertaking operating a commercial airport. <i>In terms of activity classifications the following classes are involved:</i>	An undertaking operating a commercial airport. <i>In terms of activity classifications the following classes are involved: ISIC Rev 4: Class 5223 - Service activities incidental to air</i>	Harmonised names of classifications. Deleted “draft” after ISIC Rev.4 Added “-”.

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		<i>ISIC Rev 4 Draft: Class 5223 Service activities incidental to air transport.</i> <i>NACE Rev 2: Class 52.23 Service activities incidental to air transport.</i>	<i>transport.</i> <i>NACE Rev 2: Class 52.23 - Service activities incidental to air transport.</i>	22-23.03.2018: deleted ‘air transport’ from the first sentence. Reason – Air transport is NACE 51.
F.III-03	Air traffic control provider	An air transport undertaking providing air traffic control services. <i>In terms of activity classifications the following classes are involved:</i> <i>ISIC Rev 4 Draft: Class 5223 Service activities incidental to air transport.</i> <i>NACE Rev 2: Class 52.23 Service activities incidental to air transport.</i>	An undertaking providing air traffic control services. <i>In terms of activity classifications the following classes are involved:</i> <i>ISIC Rev 4: Class 5223 - Service activities incidental to air transport.</i> <i>NACE Rev 2: Class 52.23 - Service activities incidental to air transport.</i>	Harmonised names of classifications. Deleted “draft” after ISIC Rev.4 Added “-”. 22-23.03.2018: deleted ‘air transport’ from the first sentence. Reason – Air transport is NACE 51.
F.III-04	Airport services provider	An undertaking providing airport services such as aircraft ground handling, fuelling, maintenance and security, passenger services such as check-in, baggage handling, cargo handling and other services. <i>In terms of activity classifications the following classes are involved:</i> <i>ISIC Rev 4 Draft: Class 5223 - Service activities incidental to air transport .</i> <i>Class 5224 - Cargo handling.</i> <i>NACE Rev 2 52.23 - : Service activities incidental to air transport incidental to air transport.</i> <i>Class 52.24 - Cargo handling.</i>	An undertaking providing airport services such as aircraft ground handling, fuelling, maintenance and security, passenger services such as check-in, baggage handling, cargo handling and other services. <i>In terms of activity classifications the following classes are involved:</i> <i>ISIC Rev 4: Class 5223 - Service activities incidental to air transport.</i> <i>Class 5224 - Cargo handling.</i> <i>NACE Rev 2: Class 52.23 - Service activities incidental to air transport incidental to air transport.</i> <i>Class 52.24 - Cargo handling.</i>	Harmonised names of classifications. Corrected position of class 52.23 for NACE. Deleted “draft” after ISIC Rev.4 Added “-”. Added ‘class’ (NACE Rev.2 , Class 52.23).
F.III-06	Turnover	Total amount invoiced by the air transport enterprise during the period under review. This total corresponds to market sales of services or goods supplied to third parties. Included in turnover is ‘other operating income’ e.g. income from concessions, franchise arrangements, patents, trademarks and similar values. Turnover includes all duties and taxes on the goods or services invoiced by the enterprise with the exception of VAT invoiced by the enterprise vis à vis its customers. It also includes all other charges to customers. Reductions in prices, rebates and discounts must be deducted, but not cash discounts.	Total amount invoiced by the air transport enterprise during the period under review. This total corresponds to market sales of services or goods supplied to third parties. Included in turnover is ‘other operating income’ e.g. income from concessions, franchise arrangements, patents, trademarks and similar values. Turnover includes all duties and taxes on the goods or services invoiced by the enterprise with the exception of VAT invoiced by the enterprise vis à vis its customers. It also includes all other charges to customers. Reductions in prices, rebates and discounts must be deducted, but not cash discounts. Turnover includes only ordinary activities and hence does	22-23.03.2018: deleted

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		Turnover includes only ordinary activities and hence does not include sales of fixed assets. Operating subsidies received from public authorities are also excluded.	not include sales of fixed assets. Operating subsidies received from public authorities are also excluded.	
F.III-05	Investment expenditure on infrastructure		Expenditure on new construction and extension of existing infrastructure, including reconstruction, renewal and major repairs of infrastructure. Air transport infrastructure shall comprise, in particular: (a) air space, routes and airways; (b) airports; (c) the connections of the airports to the other modes in the trans-European transport network; (d) associated equipment; (e) air navigation systems, including the new-generation European air traffic management system (the "SESAR system").	A new definition for Investment expenditure on infrastructure was added in section III. Enterprises, economic performance and employment after F.III-06 Turnover as new definition (with new code). New proposal from Turkey. DG MOVE proposal for definitions of infrastructure expenditure for maritime and aviation, if needed to define the items falling under infrastructure expenditure.
F.III-10	Employment	Employment is the number of persons employed, i.e. the total number of persons who work in the enterprise (inclusive of working proprietors, partners working regularly in the enterprise and unpaid family workers), as well as persons who work outside the enterprise who belong to it and are paid by it (e.g. sales representatives, delivery personnel, repair and maintenance teams). It includes persons absent for a short period (e.g. sick leave, paid leave or special leave), and also those on strike, but not those absent for an indefinite period. It also includes part time workers who are regarded as such under the laws of the country concerned and who are on the pay roll, as well as seasonal workers, apprentices and home workers on the pay roll. The number of persons employed excludes manpower supplied to the enterprise by other enterprises, persons carrying out repair and maintenance work in the enquiry enterprise on behalf of other enterprises, as well as those on compulsory military service. On the other hand, persons who are at the disposal of an enterprise for	Employment is the number of persons employed, i.e. the total number of persons who work in the enterprise (inclusive of working proprietors, partners working regularly in the enterprise and unpaid family workers), as well as persons who work outside the enterprise who belong to it and are paid by it (e.g. sales representatives, delivery personnel, repair and maintenance teams). It includes persons absent for a short period (e.g. sick leave, paid leave or special leave), and also those on strike, but not those absent for an indefinite period. It also includes part time workers who are regarded as such under the laws of the country concerned and who are on the pay roll, as well as seasonal workers, apprentices and home workers on the pay roll. The number of persons employed excludes manpower supplied to the enterprise by other enterprises, persons carrying out repair and maintenance work in the enquiry enterprise on behalf of other enterprises, as well as those on compulsory military service. On the other hand, persons who are at the disposal of an enterprise for commercial reasons on the basis of a long term contract (i.e. demonstrators in department stores) should be included as employees of the enterprise where they work	22-23.03.2018: deleted

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		<p><del>commercial reasons on the basis of a long-term contract (i.e. demonstrators in department stores) should be included as employees of the enterprise where they work rather than in the enterprise with which they have their employment contract.</del></p> <p><del>The number of persons employed corresponds to the annual average number of persons employed.</del></p>	<p><del>rather than in the enterprise with which they have their employment contract.</del></p> <p><del>The number of persons employed corresponds to the annual average number of persons employed.</del></p>	
F.III-08	Types of employment	<p>a) General administration Includes central and regional management staff (e.g. finance, legal, personnel etc.) and boards of directors. The management staff of specialist departments (operations and traffic, aircraft, air traffic control, runway and terminal construction and maintenance, emergency services) are excluded but are taken into account in the statistics specific to each of these services.</p> <p>b) Operations and traffic Cabin and ground crews (excluding flight deck staff) and associated central and regional offices. Includes tourism, advertising and terminal operations.</p> <p>c) Aircraft Flight deck staff, maintenance and inspection staff and associated central and regional offices.</p> <p>d) Airports Air traffic control staff, terminals, runway and other airport facilities construction, maintenance and supervision staff, ground handling staff, emergency services staff.</p> <p>e) Other operations Passenger and freight services, freight shipment services etc.</p>	<p>a) General administration. Includes central and regional management staff (e.g. finance, legal, personnel etc.) and boards of directors. The management staff of specialist departments (operations and traffic, aircraft, air traffic control, runway and terminal construction and maintenance, emergency services) are excluded but are taken into account in the statistics specific to each of these services.</p> <p>b) Operations and traffic. Cabin and ground crews (excluding flight deck staff) and associated central and regional offices. Includes tourism, advertising and terminal operations.</p> <p>c) Aircraft. Flight deck staff, maintenance and inspection staff and associated central and regional offices.</p> <p>d) Airports. Air traffic control staff, terminals, runway and other airport facilities construction, maintenance and supervision staff, ground handling staff, emergency services staff.</p> <p>e) Other operations. Passenger and freight services, freight shipment services etc.</p>	Added “.” at the end of the text for a), b), c), d), e).

**F.IV TRAFFIC**

<b>Code of the definition</b> <b>1</b>	<b>Title of the Definition</b> <b>2</b>	<b>Old definition (4<sup>th</sup> edition)</b> <b>3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition)</b> <b>4</b>	<b>Description of the Modification</b> <b>5</b>
F.IV-10	City pair – on-flight	City pair – On-flight origin/destination (OFOD)	City pair – on-flight origin/destination (OFOD)	Changed ‘O’ with ‘o’.

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	origin/destination (OFOD)	Two cities between which travel is authorised by a passenger ticket or part of a ticket or between which freight and mail shipments are made in accordance with a shipment document or a part of it (air waybill or mail delivery bill). <i>In common usage, city pair is sometimes used interchangeably with airport pair.</i>	Two cities between which travel is authorised by a passenger ticket or part of a ticket (a flight coupon) or between which freight and mail shipments are made in accordance with a shipment document or a part of it (air waybill or mail delivery bill). <i>In common usage, city pair is sometimes used interchangeably with airport pair.</i>	DG MOVE comment: ...using a single flight number. Added in the text. 22-23.03.2018: to keep existing definition; to delete DG MOVE note ‘using single flight number’.
F.IV-14	Direct flight	Flight  The operation of an aircraft on one or more flight stages, using a single flight number, assigned by the airline.	Direct flight  The operation of an aircraft on one or more flight stages, using a single flight number, assigned by the airline.	Changed title from ‘Flight’ to ‘Direct flight’ (DG MOVE proposal). <u>Note:</u> Illustration for F.IV-14 Flight in the 4 <sup>th</sup> edition.
F.IV-15	Connecting flight		<del>Connecting flight The operation of an aircraft on one or more flight stages, with more than one flight number, assigned by the airline.</del>	New definition proposed: Connecting flight 22-23.03.2018: deleted definition.
F.IV-15	Non-stop flight		A single flight by an aircraft between two airports with no intermediate stops.	New definition proposed: Non-stop flight.
F.IV-24	General aviation operations – commercial	All commercial civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire. The main categories of commercial general aviation are as follows: a) Air taxi b) Photographic c) Sightseeing trips d) Advertising e) Agricultural/crop spraying f) Medical/air ambulance trips g) Other commercial.	All commercial civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire. The main categories of commercial general aviation are as follows: a) Air taxi. b) Photographic. c) Sightseeing trips. d) Advertising. e) Agricultural/crop spraying. f) Medical/air ambulance trips. g) Other commercial.	Added “.” at the end of the text for a), b), c), d), e), f). EUROSTAT – For the purpose of the Regulation 437/2003 some commercial general aviation operations ( <u>air taxi, sightseeing and similar</u> ) are regarded as commercial services and should be reported under commercial aircraft movements in dataset A1 like any other passenger services for remuneration or hire).
F.IV-25	General aviation operations – non-commercial	All non-commercial civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire. The main categories of non-commercial general aviation are as follows: a) State Flight. Any flight performed by aircraft for military, customs, police or other law enforcement services	All non-commercial civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire. The main categories of non-commercial general aviation are as follows: a) State Flight. Any flight performed by aircraft for military, customs, police or other law enforcement services of a State. Any flight declared as a ‘State flight’ by State authorities.	Changed code: F.IV-24 replaced by F.IV-26 Added “.” at the end of the text for a), b), c), d), e), f), g), h), i).

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		<p>of a State. Any flight declared as a ‘State flight’ by State authorities.</p> <p>b) Instructional flying.</p> <p>c) Private flying.</p> <p>d) Business flying.</p> <p>e) Parachute and glider launch flights.</p> <p>f) Technical stops.</p> <p>g) Test flight.</p> <p>A non-commercial flight carried out for the purpose of testing the aircraft prior to placing it in operational service.</p> <p>h) Positioning flight.</p> <p>A non-commercial flight carried out to position an aircraft for a scheduled or non-scheduled flight or service.</p> <p>i) Other non-commercial.</p>	<p>b) Instructional flying.</p> <p>c) Private flying.</p> <p>d) Business flying.</p> <p>e) Parachute and glider launch flights.</p> <p>f) Technical stops.</p> <p>g) Test flight.</p> <p>A non-commercial flight carried out for the purpose of testing the aircraft prior to placing it in operational service.</p> <p>h) Positioning flight.</p> <p>A non-commercial flight carried out to position an aircraft for a scheduled or non-scheduled flight or service.</p> <p>i) Other non-commercial.</p>	
F.IV-29	Aircraft hours	An aircraft is said to be performed when an aircraft operates for one hour. Aircraft hours are measured on the basis of block-to-block time.	An aircraft hour corresponds to one hour of aircraft operation. Aircraft hours are measured on the basis of block-to-block time.	‘is said to be performed when an aircraft operates for one hour’ replaced by ‘corresponds to one hour of aircraft operation’ - DG MOVE proposal.
F.IV-30	Average daily aircraft utilisation – revenue hours	<p>Total revenue hours (scheduled plus charter) flown by aircraft type (block-to-block) during a period divided by the related number of aircraft days available. ‘Aircraft days available’ shall be the sum of the number of days each aircraft is available for use during the period in question. The following days should be excluded from the days available:</p> <p>a) Days between the date of purchase and the date actually placed in service</p> <p>b) Days after its last revenue flight prior to disposal</p> <p>c) Days out of service due to major accidents or conversion</p> <p>d) Days when an aircraft is in the possession of others or not available due to government action such as grounding by government regulatory agencies.</p> <p><i>All other days must be considered as ‘days</i></p>	<p>Total revenue hours (scheduled plus charter) flown by aircraft type (block-to-block) during a period divided by the related number of aircraft days available. ‘Aircraft days available’ shall be the sum of the number of days each aircraft is available for use during the period in question. The following days should be excluded from the days available:</p> <p>a) Days between the date of purchase and the date actually placed in service.</p> <p>b) Days after its last revenue flight prior to disposal.</p> <p>c) Days out of service due to major accidents or conversion.</p> <p>d) Days when an aircraft is in the possession of others or not available due to government action such as grounding by government regulatory agencies.</p> <p><i>All other days must be considered as ‘days available’, including days required for maintenance or overhaul.</i></p>	Added “.” at the end of the text for a), b), c).

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		<i>available’, including days required for maintenance or overhaul.</i>		
F.IV-31	Aircraft-kilometres performed	Aircraft-kilometre performed  Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed on each flight stage by the airport-to-airport distance.	Aircraft-kilometres performed  Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed on each flight stage by the airport-to-airport distance.	The title was harmonized with other modes, added “-”.
F.IV-32	Passenger seat available	Passenger seats available  The total number of passenger seats available for sale on an aircraft operating a flight stage between a pair of airports. Includes seats which are already sold on a flight stage i.e. including those occupied by direct transit passengers. <i>Excludes seats not actually available for the carriage of passengers because of maximum gross weight limitations.</i>	Passenger seat available  The total number of passenger seats available for sale on an aircraft operating a flight stage between a pair of airports. Includes seats which are already sold on a flight stage i.e. including those occupied by direct transit passengers. <i>Excludes seats not actually available for the carriage of passengers because of maximum gross weight limitations.</i>	‘Seat’ instead of ‘seats’.
F.IV-33	Seat-kilometre available	Seat-kilometre offered  Unit of measurement representing the movement of one seat available in a passenger aircraft when performing the services for which it is primarily intended over one kilometre. <i>The distance to be considered is that actually travelled. Shunting and other similar movements are excluded.</i>	Seat-kilometre available  Unit of measurement representing the movement of seat available in a passenger aircraft when performing the services for which it is primarily intended over one kilometre. <i>The distance to be considered is that actually travelled airborne. Movements on the ground are excluded.</i>	Title changed: ‘Seat-kilometre offered’ replaced by ‘Seat-kilometre available’. Deleted ‘one’ in the text ‘Unit of measurement representing the movement of seat available...’. Added in Italics ‘The distance to be considered is that actually travelled airborne. Movements on the ground are excluded’.
F.IV-34	Tonne-kilometre available	Tonne-kilometre offered  Unit of measurement representing the movement of one tonne of payload available in an aircraft when performing services for which it is primarily intended over one kilometre. <i>The distance to be considered is that actually travelled.</i>	Tonne-kilometre available  Unit of measurement representing the movement of one tonne of payload available in an aircraft when performing services for which it is primarily intended over one kilometre. <i>The distance to be considered is that actually travelled.</i>	Title changed: Tonne-kilometre offered’ replaced by ‘Tonne-kilometre available’.
<b>F.V TRANSPORT MEASUREMENT</b>				
<b>Code of the</b>	<b>Title of the</b>	<b>Old definition</b>	<b>New/changed/removed definition</b>	<b>Description of the</b>



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definition 1	Definition 2	(4 <sup>th</sup> edition) 3	(5 <sup>th</sup> edition) 4	Modification 5
F.V-06	Air passenger	Air Passenger  Any person, excluding on-duty members of the flight and cabin crews, who makes a journey by air. <i>Infants in arms are included.</i>	Air passenger  Any person, excluding on-duty members of the flight and cabin crews, who makes a journey by air. <i>Infants in arms are included.</i>	Changed ‘P’ with ‘p’.
F.V-07	Revenue air passenger	A commercial passenger for whose transportation an air carrier receives commercial remuneration. <i>This definition includes, for example, (i) passengers travelling under publicly available promotional offers (for example ‘two-for-one’) or loyalty programmes (for redemption of frequent flier points); (ii) passengers travelling as compensation for denied boarding; (iii) passengers travelling under corporate discounts; (iv) passengers travelling under preferential fares (government, seamen, military, youth student etc.);</i>	A commercial passenger for whose transportation an air carrier receives commercial remuneration. <i>This definition includes, for example, (i) passengers travelling under publicly available promotional offers (for example ‘two-for-one’) or loyalty programmes (for redemption of frequent flier points); (ii) passengers travelling as compensation for denied boarding; (iii) passengers travelling under corporate discounts; (iv) passengers travelling under preferential fares (government, seamen, military, youth student etc.). This definition excludes, for example, (i) persons travelling free; (ii) persons travelling at a fare or discount available only to employees of air carriers or their agents or only for the business of the carriers; (iii) infants who do not occupy a seat.</i>	“.” instead of “;” at the end of the text. Added text in Italics: this definition excludes...’.
F.V-09	Air passengers carried	All passengers on a particular flight (with one flight number) counted once only and not repeatedly on each individual stage of that flight. <i>All revenue and non-revenue passengers whose journey begins or terminates at the reporting airport and transfer passengers joining or leaving the flight at the reporting airport. Excludes direct transit passengers.</i>	All passengers on a particular flight (with one flight number) counted once only and not repeatedly on each individual stage of that flight. <i>All revenue and non-revenue passengers whose journey begins or terminates at the reporting airport and transfer passengers joining or leaving the flight at the reporting airport. Excludes direct transit passengers.</i>	Added ‘, includes transfer passengers’. EUROSTAT – Regulation 437/2003 Passengers on board and passengers carried are used. Would be good having these two definitions here as well. 22-23.03.2018 – deleted ‘includes transfer passengers.’
F.V-10	Passengers on board		All passengers whose journey begins or terminates at the reporting airport, including connecting passengers and direct transit passengers.	New definition - Regulation 437/2003 – the definition for passengers on board was added as proposed by Eurostat. Illustration.
F.V-11	Passengers carried		Includes all passengers whose journey begins or terminates at the reporting airport. <i>Excludes direct transit passengers.</i>	New definition - Regulation 437/2003 – the definition for passengers carried was added as



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				proposed by Eurostat. Illustration.
F.V-13	Direct transit passengers	Passengers who, after a short stop, continue their journey on the same aircraft on a flight having the same flight number as the flight on which they arrive. Passengers who change aircraft because of technical problems but continue on a flight with the same flight number are also counted as direct transit passengers. <i>On some flights with intermediate stops, the flight number changes at an airport to designate the change between an inbound and outbound flight. Where passengers for an intermediate destination continue their journey on the same aircraft in such circumstances, they should be counted as direct transit passengers.</i>	Passengers who, after a short stop, continue their journey on the same aircraft on a flight having the same flight number as the flight on which they arrive. Passengers who change aircraft because of technical problems but continue on a flight with the same flight number are also counted as direct transit passengers. <i>On some flights with intermediate stops, the flight number changes at an airport to designate the change between an inbound and outbound flight. Where passengers for an intermediate destination continue their journey on the same aircraft in such circumstances, they should be counted as direct transit passengers.</i>	To reconsider the use of the word “transit” in the air transport. The word “overflown” is an alternative that is at least self-explanatory.
F.V-14	Transfer or indirect transit passengers	Passengers arriving and departing on a different aircraft within 24 hours, or on the same aircraft bearing different flight numbers. They are counted twice: once upon arrival and once on departure. <i>On some flights with intermediate stops, the flight number changes at an airport to designate the change between an inbound and outbound flight. Where passengers for an intermediate destination continue their journey on the same aircraft, they should not be counted as transfer or indirect transit passengers at the airport where the flight number is changed.</i>	Passengers arriving and departing on a different aircraft within 24 hours, or on the same aircraft bearing different flight numbers. They are counted twice: once upon arrival and once on departure. <i>On some flights with intermediate stops, the flight number changes at an airport to designate the change between an inbound and outbound flight. Where passengers for an intermediate destination continue their journey on the same aircraft, they should not be counted as transfer or indirect transit passengers at the airport where the flight number is changed.</i>	To reconsider the use of the word “transit” in the air transport. The word “overflown” is an alternative that is at least self-explanatory.
F.V-17	Passenger-kilometre by air	Passenger-kilometre  A passenger kilometre is performed when a passenger is carried for one kilometre.	Passenger-kilometre by air  A passenger-kilometre is performed when a passenger is carried for one kilometre.	Added in the title ‘by air’. Added “-“.
F.V-19	Passenger-kilometres flown by flight stage	The sum of the products obtained by multiplying the number of passengers carried on each flight stage by the airport-to-airport distance.	The sum of the products obtained by multiplying the number of passengers carried on each flight stage by the airport-to-airport distance.	Illustration. <u>Note:</u> An image can be found on page 142 (F.IV-14 Flight), 4 <sup>th</sup> edition of Glossary.
F.V-20	Passenger-kilometres flown by on-flight origin / destination airports	The product of multiplying the number of passengers flown between two airports as initial origin and final destination by the airport-to-airport	The product of multiplying the number of passengers flown between two airports as initial origin and final destination by the airport-to-airport	Illustration.

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		distance.		
F.V-20	Passenger tonne-kilometres performed	The result obtained by multiplying the passenger-kilometres flown by the weight of each of the passengers including both free and excess baggage. Each air transport operator can use its own internal passenger weights or the standard 100 kgs (baggage included).	<del>The result obtained by multiplying the passenger-kilometres flown by the weight of each of the passengers including both free and excess baggage. Each air transport operator can use its own internal passenger weights or the standard 100 kgs (baggage included).</del>	22-23.03.2018: Proposal by DG MOVE to delete this definition due to its hybrid nature.
F.V-21	Passenger unit		One passenger unit is equivalent to either one passenger or 100 kilograms of freight and mail.	New definition (Eurostat ‘Reference Manual on Air Transport Statistics, v 14’). 22-23.03.2018: deleted definition.
F.V-25	Tare weight	Tare Weight  The weight of a transport unit ((e.g. air container)) before any cargo is loaded.	Tare weight  The weight of a transport unit (e.g. air container) before any cargo is loaded.	Deleted duplicate brackets “( )”.
F.V-34	Mail tonne-kilometres performed by flight stage	A Tonne-kilometre is a metric tonne of freight revenue load carried one kilometre. Tonne-kilometres performed is obtained by multiplying the total number of tonnes of mail revenue load carried by the airport-to-airport distance.	A Tonne-kilometre is a metric tonne of freight revenue load carried one kilometre. Tonne-kilometres performed is obtained by multiplying the total number of tonnes of mail revenue load carried by the airport-to-airport distance.	DG MOVE, 11.04.2018: In aviation statistics, freight and mail are more of a breakdown than a difference in measurement. Both of them are measured in tonnes. In other modes of transport, mail is even a subtype of good (NST 2007, cat. 15).
F.V-35	Mail tonne-kilometres performed by on-flight origin / destination airports	A Tonne-kilometre is a metric tonne of freight revenue load carried one kilometre. Tonne-kilometres performed is obtained by multiplying the total number of tonnes of mail revenue load carried between two airports as initial origin and final destination by airport-to-airport distance.	A Tonne-kilometre is a metric tonne of freight revenue load carried one kilometre. Tonne-kilometres performed is obtained by multiplying the total number of tonnes of mail revenue load carried between two airports as initial origin and final destination by airport-to-airport distance.	DG MOVE, 11.04.2018: In aviation statistics, freight and mail are more of a breakdown than a difference in measurement. Both of them are measured in tonnes. In other modes of transport, mail is even a subtype of good (NST 2007, cat. 15).
<b>F.VI ENERGY CONSUMPTION</b> – The sub-section ‘VI. Energy consumption’ was removed from this chapter. The Energy consumption definitions can be found in the new chapter ‘H. Energy consumption’, section ‘H.III Energy consumption by the transport sector’.				
<b>F.VI ACCIDENTS</b>				
Note: No definition for “Suicide” in chapter F. Air transport.				
<b>G. INTERMODAL FREIGHT TRANSPORT</b> (new chapter)				
<b>NOTE:</b> Paris, 22-23.03.2018: The sub-section ‘Loading Units’ (old title ‘Containers’) was removed from section ‘Transport equipment’ (A.II.B; B.II.B; C.II.B, E.II.B) and all definitions were added in the new Intermodal freight transport chapter.				

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G.I INTRODUCTION				
Code of the definition 1	Title of the Definition 2	Old definition (4 <sup>th</sup> edition) 3	New/changed/removed definition (5 <sup>th</sup> edition) 4	Description of the Modification 5
G.I-01	Intermodal freight Transport	Multimodal transport of goods, in one and the same intermodal transport unit by successive modes of transport without handling of the goods themselves when changing modes.	Multimodal transport of goods, in one and the same intermodal transport unit by successive modes of transport without handling of the goods themselves when changing modes. <i>The intermodal transport unit can be a container, swap body or a road or rail vehicle or a vessel. The return movement of empty containers/swap bodies and empty goods road vehicles/trailers are not themselves part of intermodal transport since no goods are being moved. Such movements are associated with intermodal transport and it is desirable that data on empty movements be collected together with data on intermodal transport.</i>	Illustration.
G.I-02	Multimodal freight transport		Transport of goods by at least two different modes of transport. <i>Intermodal transport is a particular type of multimodal transport. International multimodal transport is often based on a contract regulating the full multimodal transport.</i>	
G.I-03	Combined freight transport	<del>Intermodal transport of goods where the major part of the journey is by rail, inland waterway or sea and any initial and/or final leg carried out by road is as short as possible. According to EU Directive 92/106/EC the road distance (measured as the crow flies) should be less than 100 km for road-rail transport and 150 km for road-inland waterway or sea.</del>	<del>Intermodal transport of goods where the major part of the journey is by rail, inland waterway or sea and any initial and/or final leg carried out by road is as short as possible.</del>	22-23.03.2018: DG MOVE proposed a more generic definition to Combined Transport following the revision of the Directive. The group finally agreed to delete only text in Italic below the definition: ‘According to EU Directive 92/106/EC the road distance (measured as the crow flies) should be less than 100 km for road-rail transport and 150 km for road-inland waterway or sea’. DG MOVE suggested deleting the definition of G.I-03 Combined Freight Transport and to leave only the definition of G.I-01 Intermodal

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				freight transport, as the former is only applicable in a EU context.
G.I-03	Simultaneous use of two means of transport (Active mode)/(Passive mode)		Intermodal transport of goods using two modes of transport simultaneously, where one (passive) means of transport is carried on another (active) means of transport which provides traction and consumes energy, e.g. Rail/road transport, sea/road transport and sea/rail transport. <i>Piggyback transport is a synonym for rail/road transport.</i>	Format change: Added blank after slash. Picture.
G.I-04	Piggyback transport		Transport of road vehicles by rail. <i>The term was originally for transport of semi-trailers by rail but is also now applied to the transport of road vehicles in general.</i>	
G.I-05	Rolling Highway	Transport of complete road vehicles, using roll-on roll-off techniques, on trains normally comprising low-floor wagons throughout. Transport of lorries via Eurotunnel is an example of a rolling road	Transport of complete road vehicles, using roll-on roll-off techniques, on trains normally comprising low-floor wagons throughout. <i>Rolling motorway is a specific type of Piggyback transport.</i> <i>Transport of lorries via Eurotunnel is an example of a rolling road.</i>	Added “Rolling road is a specific type of Piggyback transport”. 22-23.03.2018: In the text in Italic: ‘Rolling road is a specific type of Piggyback transport’ - ‘Rolling road’ is replaced by ‘Rolling Highway’.
G.I-06	Transport of driver accompanied goods road motor vehicle		Transport of a complete goods road motor vehicle, accompanied by the driver, by another mode of transport (for example by sea or rail).	
G.I-07	Transport of road goods road motor vehicle, unaccompanied by the driver	Transport of road goods road motor vehicle, unaccompanied by the driver	Transport of a goods road motor vehicle or a trailer, by another mode of transport (for example by sea or rail), not accompanied by a driver.	Comments on chapter G.I - INTERMODAL FREIGHT TRANSPORT 2 November 2017 – Switzerland – delete ‘road’.
G.I-08	Mode of transport	Method of transport used for the carriage of goods and passengers. For statistical reporting, the following classification of methods of transport should be used a) Unknown mode of transport b) Rail c) Road d) Inland waterways e) Maritime f) Pipeline g) Air The classification may apply only to the active	Method of transport used for the carriage of goods and passengers. <i>For statistical reporting, the following classification of methods of transport should be used:</i> a) Rail; b) Road; c) Inland Waterways; d) Maritime; e) Pipeline; f) Air; g) Unknown mode of transport. <i>The classification may apply only to the active mode of</i>	Changed order: e.g.: a) Unknown mode of transport changed to g) Unknown mode of transport.

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		mode of transport, or to both the active and the passive mode. In the latter case a two-digit code might be used, the first digit indicating the active mode and the second digit the passive mode.	<i>transport, or to both the active and the passive mode. In the latter case a two-digit code might be used, the first digit indicating the active mode and the second digit the passive mode.</i>	
G.I-09	Transport chain		Sequence of transport modes used to move the goods from their origin to their destination. Along the chain one or more transhipments take place. <i>The goods may not necessarily stay in the same loading unit along the full transport chain. Stuffing and stripping of an intermodal transport unit may take place during the journey.</i>	
G.I-10	Intermodal transport terminal	Place equipped for the transhipment and storage of intermodal transport units (ITUs) between modes. The ‘Hub and Spoke’ concept relates to collection through a central point (the hub) and distribution in various directions (the spokes). The hub is a central point for the collection, sorting, transhipment and distribution of goods for a particular region.	Place equipped for the transhipment and storage of intermodal transport units (ITUs) between modes. <i>Intermodal Transport Terminals often perform as hubs in a ‘Hub and Spoke’ distribution concept which relates to collection through a central point (the hub) and distribution in various directions (the spokes). The hub is a central point for the collection, sorting, transhipment and distribution of goods for a particular region.</i>	Addition to lead in better into the Hub-and-Spoke subject. Harmonized with other modes. Picture.
G.I-11	Intermodal freight terminal		A structure equipped for transhipment between at least two transport modes or between two different rail systems, and for temporary storage of freight, such as ports, inland ports, airports and rail-road terminals.	DG MOVE, e-mail form 11 April 2018 – proposal for new definition.
G.I-12	Airport intermodal freight facilities		A freight terminal within the airport with connections to other modes of transport on its landside.	
<b>G.II TRANSPORT EQUIPMENT</b>				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
G.II-01	Loading unit		Container, swap body. <i>‘Flats’ (see G.II-09 below used in maritime transport) are included as a special type of container.</i>	
G.II-02	Intermodal transport unit (ITU)		Container, swap body or semi-trailer/goods road motor vehicle suitable for intermodal transport.	
G.II-03	Container		Special box designed to carry freight. It is strengthened and stackable, allowing horizontal or vertical transfers. A more formal technical definition of a container is: Article of transport equipment which is:	

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			<p>a) Of a permanent character and accordingly strong enough to be suitable for repeated use;</p> <p>b) Specially designed to facilitate the carriage of goods, by one or more mode of transport, without intermediate reloading;</p> <p>c) Fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another;</p> <p>d) So designed as to be easy to fill and empty</p> <p>e) Stackable; and</p> <p>f) Having an internal volume of 1 m<sup>3</sup> or more.</p> <p><i>Swap bodies are excluded.</i></p> <p><i>Although without internal volume, and therefore not satisfying criterion (f) above, flats (see G.II-09 below) used in maritime transport should be considered to be a special type of container and therefore are included here.</i></p>	
G.II-04	Size of Containers	<p>The main sizes of containers are:</p> <p>a) 20 Foot ISO container (length of 20 feet and width of 8 feet)</p> <p>b) 40 Foot ISO container (length of 40 feet and width of 8 feet)</p> <p>c) ISO container over 20 feet and under 40 feet of length</p> <p>d) ISO container over 40 foot long</p> <p>e) Super high cube container (oversize container)</p> <p>f) Air container (container conforming to standards laid down for air transportation). Containers are normally 8 foot height but other heights also exist. ‘High-cube containers’ are containers with a height of 9.5 foot. ‘Super high cube containers’ are containers exceeding the ISO dimensions. They include container lengths of 45 foot, 48 foot and 53 foot. Containers sizes classified under a) to e) are referred to as large containers.</p>	<p>The main sizes of containers are:</p> <p>a) 20 Foot ISO container (length of 20 feet and width of 8 feet);</p> <p>b) 40 Foot ISO container (length of 40 feet and width of 8 feet);</p> <p>c) ISO container over 20 feet and under 40 feet of length;</p> <p>d) ISO container over 40 feet long;</p> <p>e) Super high cube container (oversize container);</p> <p>f) Air container (container conforming to standards laid down for air transportation). <i>Containers are normally 8 feet high but other heights also exist. ‘High-cube containers’ are containers with a height of 9.5 feet. ‘Super high cube containers’ are containers exceeding the ISO dimensions. They include container lengths of 45 feet, 48 feet and 53 feet. Containers sizes classified under a) to e) are referred to as large containers.</i></p>	<p>Semicolon added after a), b), c), d), e).</p> <p>Comments on chapter G.II - INTERMODAL FREIGHT TRANSPORT 2 November 2017 – Switzerland: G.II-04 Sizes of containers: typing error: “Containers are normally 8 foot height high...”</p> <p>22-23.03.2018: Corrected English for container definitions by the UNECE – e-mail from 26.03.2018 – ‘feet’ instead of ‘foot’.</p> <p>Picture.</p>
G.II-05	Tare weight of container		<p>The tare weight of a container is included in the total weight of the containerised goods transported, also called the gross-gross weight of goods. The gross weight</p>	

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			<p>of containerised goods transported can be calculated from the gross-gross weight by deducting the tare weight of the container and vice versa. If information about the tare weight is missing then the tare weight may be estimated using the averages below.</p> <p>The tare weight of a container may be estimated as:</p> <p>a) 20 Foot ISO container 2.3 tonnes              b) 40 Foot ISO container 3.7 tonnes              c) ISO container over 20 feet and under 40 feet of length 3.0 tonnes              d) ISO container over 40 feet of length 4.7 tonnes.</p>	
G.II-06	Types of containers		<p>The main types of containers, as defined by ISO Standards Handbook on Freight Containers are:</p> <ol style="list-style-type: none"> <li>1. General purpose containers</li> <li>2. Specific purpose containers                     <ul style="list-style-type: none"> <li>- closed ventilated container</li> <li>- open top container</li> <li>- platform-based container open sided</li> <li>- platform-based container open sided with complete superstructure</li> <li>- platform-based container open sided with incomplete superstructure and fixed ends</li> <li>- platform-based container open sided with incomplete superstructure and folding ends</li> <li>- platform (container)</li> </ul> </li> <li>3. Specific cargo containers                     <ul style="list-style-type: none"> <li>- thermal container</li> <li>- insulated container</li> <li>- refrigerated container – (expendable refrigerant)                             <ul style="list-style-type: none"> <li>- mechanically refrigerated container</li> <li>- heated container</li> <li>- refrigerated and heated container</li> </ul> </li> <li>- tank container</li> <li>- dry bulk container</li> <li>- named cargo container (such as automobile, livestock and others); and</li> <li>- air mode container.</li> </ul> </li> </ol>	Pictures.

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G.II-07	TEU (Twenty-foot Equivalent Unit)	A statistical unit based on an ISO container of 20 foot length (6.10 m) to provide a standardised measure of containers of various capacities and for describing the capacity of container ships or terminals. One 20 Foot ISO container equals 1 TEU. One 40 Foot ISO container equals 2 TEU. One container with a length between 20 and 40 foot equals 1.50 TEU. One container with a length of more than 40 foot equals 2.25 TEU.	A statistical unit based on a 20 foot long (6.10 m) ISO container to provide a standardised measure of containers of various capacities and for describing the capacity of container ships or terminals. One 20 Foot ISO container equals 1 TEU. One 40 Foot ISO container equals 2 TEU. One container with a length over 20 and under 40 feet equals 1.50 TEU. One container with a length of more than 40 feet equals 2.25 TEU.	Harmonized format with other modes. 22-23.03.2018: Corrected English for container definitions by the UNECE – e-mail from 26.03.2018 – ‘feet’ instead of ‘foot’, added ‘a 20 foot long (6.10 m), deleted ‘an’ before ISO container. Picture.
G.II-08	Swap body		A freight-carrying unit optimised to road vehicle dimensions and fitted with handling devices for transfer between modes, usually road/rail. <i>Such units were not originally designed to be stacked when full or top-lifted. Many units now can be, although not to the same extent as containers. The main feature distinguishing them from containers is that they are optimised to road vehicle dimensions. Such unit would need UIC approval to be used on rail. Some swap bodies are equipped with folding legs on which the unit stands when not on the vehicle.</i>	
G.II-09	Flat		A loadable platform having no superstructure whatever but having the same length and width as the base of a container and equipped with top and bottom corner fittings. <i>This is an alternative term used for certain types of specific purpose containers – namely platform containers and platform-based containers with incomplete structures.</i>	
G.II-10	Pallet		Raised platform, intended to facilitate the lifting and stacking of goods. <i>While pallets are usually made of wood, they can be made of other materials. They are of standard dimensions, which vary between regions. One common dimension in Europe and Asia is 1 000 mm x 1 200 mm (ISO) and 800 mm x 1 200 mm (CEN).</i>	
G.II-11	Roll cage, roll container, roll pallet		Small, un-stackable, normally boxy unit on wheels intended to facilitate the loading and unloading of goods.	
G.II-12	Rail wagon for intermodal		Wagon specially built or equipped for the transport of	Pictures.



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	transport		<p>intermodal transport units (ITUs) or other goods road vehicles.</p> <p>Types of wagons are:</p> <ul style="list-style-type: none"> <li>- Pocket wagon: Rail wagon with a recessed pocket to accept the axle/wheel assembly of a semi-trailer</li> <li>- Basket wagon: Rail wagon with a demountable sub frame, fitted with devices for vertical handling to allow the loading and unloading of semi-trailers or road motor vehicles</li> <li>- Spine wagon: Rail wagon with a central chassis designed to carry a semi-trailer</li> <li>- Low-floor wagon: Rail wagon with a low loading platform built to carry, <i>inter alia</i> ITUs</li> <li>- Rolling-Road wagon: Rail wagon with low floor throughout which, when coupled together, form a rolling-road.</li> <li>- Double stack wagon: Rail wagon designed for the transport of containers stacked on top of each other</li> <li>- Bimodal semi-trailer: A road semi-trailer that can be converted into a rail wagon by the addition of rail bogies.</li> </ul>	
G.II-13	Ro-Ro unit		<p>Wheeled equipment for carrying goods, such as a lorry, trailer or semi-trailer, which can be driven or towed onto a vessel or train.</p> <p><i>Port or vessels' trailers are included in this definition.</i></p>	Picture.
G.II-14	Gantry crane		<p>An overhead crane comprising a horizontal gantry mounted on legs, which are either fixed, run in fixed tracks or on rubber tyres with relatively limited manoeuvrability. The load can be moved horizontally, vertically and sideways.</p> <p><i>Such cranes normally straddle a road/rail and/or ship/shore interchange.</i></p>	Picture.
G.II-15	Straddle carrier		<p>A rubber-tyred overhead lifting vehicle for moving or stacking containers on a level reinforced surface.</p>	
G.II-16	Reach stacker		<p>Tractor vehicle with front equipment for lifting, stacking or moving ITUs.</p>	
G.II-17	Fork lift truck		<p>Vehicle equipped with power-driven horizontal forks, which allow it to lift, move or stack pallets, containers or</p>	Picture.

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			swap bodies. The latter two are usually empty.	
G.II-18	Spreader		Adjustable fitting on lifting equipment designed to connect with the upper corner fittings of an ITU. <i>Many spreaders have in addition grappler arms that engage the bottom side rails of an ITU.</i>	Picture.

**H. ENERGY CONSUMPTION (new chapter)**

**NOTE:** The sub-section ‘VI. Energy consumption’ was removed from the chapters, the relevant definitions were added to ‘H. Energy consumption’, see also section ‘H.III Energy consumption by the transport sector’.

**Introductory text:**

The following definitions refer to energy products, as defined in energy statistics, that are typically consumed in transport. In terms of transport statistics production, data for transport equipment and traffic are often broken down by type of motor energy. See B.II-42.

**H.I ENERGY UNITS**

Code of the definition 1	Title of the Definition 2	Old definition (4 <sup>th</sup> edition) 3	New/changed/removed definition (5 <sup>th</sup> edition) 4	Description of the Modification 5
H.I-01	Tonne of oil equivalent (TOE)		Tonne(s) of oil equivalent, abbreviated as toe, is a normalized unit of energy. By convention it is equivalent to the approximate amount of energy that can be extracted from one tonne of crude oil. It is a standardized unit, assigned a net calorific value of 41 868 kilojoules/kg and may be used to compare the energy from different sources.  <i>The conversion factors typically used are:</i> <i>1 Mtoe = 41 868 TJ 1 ktoe =41 868 GJ</i> <i>1 TWh = 85.98 ktoe 1 toe = 11.63 MWh</i>	
H.I-02	Kilowatt hour (kWh)		The kilowatt hour is a composite unit of energy equivalent to one kilowatt (1 kW) of power sustained for one hour. One watt is equal to 1 J/s. One kilowatt hour is 3.6 megajoules which is the amount of energy converted if work is done at an average rate of one thousand watts for one hour.	

**H.II ENERGY SOURCES**

Code of the definition 1	Title of the Definition 2	Old definition (4 <sup>th</sup> edition) 3	New/changed/removed definition (5 <sup>th</sup> edition) 4	Description of the Modification 5
H.II-01	Liquefied petroleum gases (LPG)		Liquefied petroleum gases (LPG) are light paraffinic hydrocarbons derived from the refinery processes, crude oil stabilisation and natural gas processing plants.	

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			<i>They consist mainly of propane and butane or a combination of the two. LPG are normally liquefied under pressure for transportation and storage.</i>	
H.II-02	Motor gasoline		Motor gasoline consists of a mixture of light hydrocarbons distilling between 35 °C and 215°C. It is used as a fuel for land based spark ignition engines. <i>Motor gasoline may include additives, oxygenates and octane enhancers, including lead compounds such as TEL and TML. Includes motor gasoline blending components (excluding additives/oxygenates and biogasoline), e.g. alkylates, isomerate, reformate, cracked gasoline destined for use as finished motor gasoline.</i>	
H.II-03	Aviation gasoline		Aviation gasoline is a motor spirit prepared especially for aviation piston engines, with an octane number suited to the engine, a freezing point of –60°C and a distillation range usually within the limits of 30°C and 180°C.	
H.II-04	Kerosene type jet fuel		Kerosene type jet fuel is a distillate used for aviation turbine power units. It has the same distillation characteristics between 150°C and 300°C (generally not above 250°C) and flash point as kerosene. In addition, it has particular specifications (such as freezing point) which are established by the International Air Transport Association (IATA). It includes kerosene blending components.	
H.II-05	Other kerosene		Other kerosene is a refined petroleum distillate used in sectors other than aircraft transport. It distils between 150°C and 300°C.	
H.II-06	Gas/diesel oil		Gas/diesel oil is primarily a medium distillate distilling between 180°C and 380°C. <i>It comprises transport diesel (as road diesel for diesel compression ignition usually of low sulphur content) and heating and other gas oil (light heating oil for industrial and commercial purposes, marine diesel and diesel used in rail traffic and other gas oil including heavy gas oils distilling between 380°C and 540°C used as petrochemical feedstocks). Also blending components are included.</i>	
H.II-07	Fuel oil (residual)		Residual fuel oil covers heavy fuel oils including those obtained by blending. <i>Kinematic viscosity is above 10 cSt at 80°C. The flash</i>	

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			<i>point is always above 50°C and density is always more than 0.90 kg/l.</i>	
H.II-08	Biogas		Biogas is a gas composed principally of methane and carbon dioxide produced by anaerobic digestion of biomass or by thermal processes from biomass, including biomass in waste. <i>It includes biogases from anaerobic fermentation (such as landfill gas and sewage sludge gas) and biogases from thermal processes.</i>	
H.II-09	Biogasoline		This category includes all liquid fuels of natural origin (e.g. produced from biomass and/or the biodegradable fraction of waste), suitable to be blended with or replace motor gasoline from fossil origin. Biogasoline is composed of pure biogasoline and blended biogasoline.	
H.II-10	Biodiesels		This category includes all liquid fuels of natural origin (e.g. produced from biomass and/or the biodegradable fraction of waste), suitable to be blended with or replace gas/diesel oil from fossil origin. Biodiesels are composed of pure biodiesels and blended biodiesels.	
H.II-11	Other liquid biofuels		This category includes liquid biofuels, used directly as fuel, not included in the definitions of biogasoline, biodiesel or bio jet kerosene and liquid biofuels consumption that cannot be reported under the right category because of missing information.	
H.II-12	Electrical energy		Electrical energy covers all types of generated electricity in all types of power plants (e.g. in nuclear, thermal, hydro, wind, photovoltaic or other plants) to be distributed to consumers through the grid or consumed locally. <i>It excludes electricity generated on board of vehicles, such as regenerative brakes and a battery electric vehicle that includes an auxiliary power unit (range extender).</i>	
H.II-13	Natural gas		Natural gas comprises gases occurring in underground deposits, whether liquefied or gaseous, consisting mainly of methane. Natural gas includes “non-associated” gas originating from fields producing hydrocarbons only in gaseous form and “associated” gas produced in association with crude oil, as well as methane recovered from coal mines (colliery gas).	

**Modifications of the definitions made in the 5<sup>th</sup> edition of the Glossary for transport statistics**

			Compressed (CNG) or liquefied (LNG) natural gas is used in transport.	
H.II-14	Hydrogen		A chemical element with high energy content that can be extracted from various sources and with various extraction methods and can be converted to electricity for transportation purposes by a fuel cell.	
<b>H.III ENERGY CONSUMPTION BY THE TRANSPORT SECTOR</b>				
<b>Code of the definition 1</b>	<b>Title of the Definition 2</b>	<b>Old definition (4<sup>th</sup> edition) 3</b>	<b>New/changed/removed definition (5<sup>th</sup> edition) 4</b>	<b>Description of the Modification 5</b>
H.III-01	Energy consumption by rail transport		Final energy consumption by rail transport covers all consumption for use in rail traffic, including industrial railways and electrified urban transport systems. It includes tram, metro, subway, urban and suburban rail, high speed train, maglev. <i>It excludes inputs into electrical power stations managed by the railways.</i>	
H.III-02	Energy consumption by road transport		Final energy consumption by road transport covers quantities used in road vehicles for the propulsion of such vehicles, whether utility vehicles or motor cars for own use or the use of others, including omnibuses belonging to railway companies. <i>It includes fuel used by agricultural vehicles on highways and lubricants for use in road vehicles. Consumption by civil engineering vehicles licensed to use the public road network is also included under road transport, in so far as they are subject to the normal taxation system. Consumption of trolleybuses, trolley trucks and other road vehicles with overhead wires is included here. It excludes energy used in stationary engines, for non-highway use in tractors (motor fuel consumed by agricultural vehicles), military use in road vehicles, bitumen used in road surfacing and energy used in engines at construction sites.</i>	
H.III-03	Energy consumption by pipeline transport		Final energy consumption by pipeline transport covers quantities used as energy in the support and operation of pipelines transporting gases, liquids, slurries and other commodities. <i>It includes energy used for pump stations and</i>	

**Modifications of the definitions made in the 5<sup>th</sup> edition of the Glossary for transport statistics**

			<p><i>maintenance of the pipeline but it excludes energy used for the pipeline distribution of natural or manufactured gas, hot water or steam from the distributor to final users (included in the energy sector), energy used for the final distribution of water to household, industrial, commercial and other users (included in the service sector) and losses occurring during this transport between distributor and final users.</i></p>	
H.III-04	Energy consumption by maritime transport		<p>Energy consumption by maritime transport consists of international marine bunkers and final energy consumption by domestic navigation.</p> <p>Energy consumption by international marine bunkers covers the quantities of fuels delivered to ships of all flags that are engaged in international navigation. The international navigation may take place at sea, on inland lakes and waterways, and in coastal waters. Excluded is:</p> <ul style="list-style-type: none"> <li>- consumption by ships engaged in domestic navigation;</li> <li>- consumption by fishing vessels;</li> <li>- consumption by military forces.</li> </ul> <p>Final energy consumption by domestic navigation covers the quantities delivered to vessels of all flags not engaged in international navigation (see international marine bunkers). It includes consumption in inland navigation and yachting.</p> <p><i>The domestic/international split is determined on the basis of port of departure and port of arrival and not by the flag or nationality of the ship.</i></p>	
H.III-05	Energy consumption by air transport		<p>Energy consumption by air transport consists of the final energy consumption for international and domestic aviation.</p> <p>Final energy consumption by international aviation covers the quantities of aviation fuels delivered to aircraft for international aviation.</p> <p>Final energy consumption by domestic aviation covers the quantities of aviation fuels delivered to aircraft for domestic aviation – commercial, private, agricultural, etc. It includes fuel used for purposes other than flying, e.g. bench testing of engines.</p> <p><i>The domestic/international split is determined on the</i></p>	

**Modifications of the definitions made in the 5<sup>th</sup> edition of the Glossary for transport statistics**

			<i>basis of departure and landing locations and not by the nationality of the airline. Energy consumption by air transport excludes fuels used by airlines for their road vehicles and military use of aviation fuels.</i>	
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