



UN Economic Commission for Europe 75th Working Party on Transport Statistics

Geneva, 24–26 April 2024

Item 5a: Common Questionnaire – streamlining of RAIL theme

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Content

1. A ~5 or ~10 yearly exercise
2. **Additions** for the purpose of covering:
 1. Light rail
 2. Alternative fuels
3. **Rationalisation** in the context of:
 1. More and more data available in ERA databases (especially rolling stock)
 2. But a slight difference of scope to monitor
 3. Covering in the CQ other data collected by 1 of the 3 international organisations
4. **Deletions** of less relevant and poorly filled in data
 1. Tractive power or capacity
 2. Hauled vehicle movements
 3. Distance classes

1. Next streamlining: CQ 2024 in 2025

- Last streamlining exercises were made on CQ 2008, 2013 and 2019. RAIL was affected by 2008 streamlining (introduction of high-speed indicators), and above all in 2013 on the passenger railway vehicles by types (changed), the employment (stopped) and the accidents (stopped, in coordination with ERA).
- The countries will be consulted on CQ streamlining issues in June. The new CQ templates should be approved in next CGST meeting (15-16 October 2024).
- The revision of the “glossary for transport statistics” should be finalised by summer 2025. We expect important contributions from ERA and UIC. Schemes as in UIC documentation on trainsets and railcars will be appreciated. Some countries still declare that the definitions of railway lines and tracks are not clear. “Intermediate high-speed” is to make operational.

1. Glossary update (example)

- The ESTAT/ITF/UNECE glossary of transport statistics is not (yet) aligned on UIC terminology for trainsets and railcars :

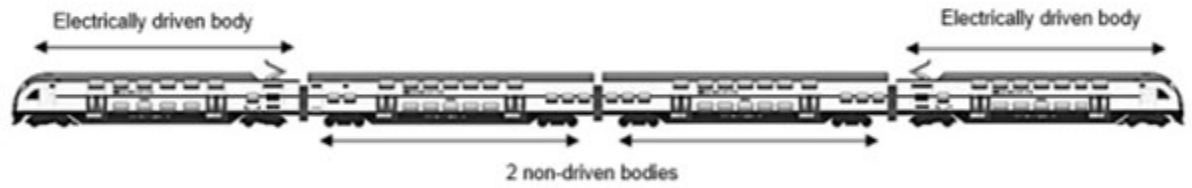
- 1 electric locomotive and 2 coaches



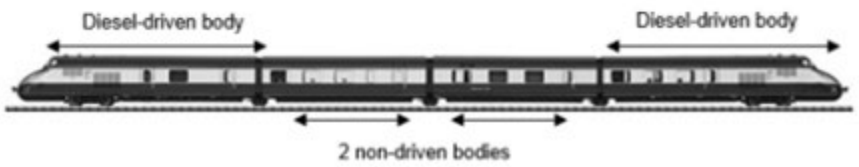
- 1 diesel railcar



- 1 electric trainset (EMU*) composed of 2 electrically driven bodies and two non-driven bodies



- 1 diesel trainset (DMU*) composed of 2 diesel driven bodies and two non-driven bodies



Source UIC

Glossary 2019	UIC
0 trainset 0 railcar	0 trainset 0 railcar
0 trainset 1 railcar	0 trainset 1 railcar
1 trainset 2 railcars	1 trainset 0 railcar 2 driven bodies
1 trainset 2 railcars	1 trainset 0 railcar 2 driven bodies

- Now, for UIC and ERA, trainset and multiple unit are synonymous.

2. Extension to light rail

- This new coverage is particularly justified by the new NACE Rev 2.1:

NACE Rev. 2.1 Code: 49.11

Heading: Passenger heavy rail transport

Includes: This class includes:
- rail transportation of passengers using railways rolling stock on mainline networks
- operation of sleeping cars or dining cars as an integrated operation of railway companies

Includes also:

Excludes: - passenger transports by metro, tram, subway, underground etc., see 49.12
- passenger terminal activities, see 52.21
- operation of railroad infrastructure; related activities such as switching and shunting, see 52.21
- operation of sleeping cars or dining cars when operated by separate units, see 55.90, 56.11

NACE Rev. 2.1 Code: 49.12

Heading: Other passenger rail transport

Includes: This class includes:
- transport of passengers by metro, subway, underground and elevated railways, metropolitan railway and tramway
- passenger transport by funicular railways

Includes also: This class includes also:
- passenger rail transport for sightseeing

Excludes: - passenger terminal activities, see 52.21
- operation of railroad infrastructure; related activities such as switching and shunting, see 52.21

2. Alternative fuels

- According to some private statistics, “alternative drive” to pure diesel traction and pure electricity by conductors represent already 1% of the fleet, and certainly much more in new registrations.
- So far, “**dual mode diesel and electric**” and “**full electric – conductors and battery**” are implicitly included in “electric” (glossary A.II-07).
- So far, “**hybrid diesel-battery**” are implicitly included in “diesel” (glossary A.II-07).
- So far, there is no guidance for **hydrogen**, we can suppose implicitly included in “electric”.
- We would be interested in observing these 4 sources of power.

3. Identification of the railway infrastructure “under” or “out of” interoperability directive

- This issue makes sense only for EU MS, and probably soon for 10 candidate countries or potential candidates.
- The European Agency for Railways manages 13 databases (of which RINF and EVR), potentially rich of complete and fresh administrative statistics.
- These administrative statistics are more and more disseminated and compared to Eurostat/ITF/UNECE statistics issued from Common Questionnaire, or to EU regulated statistics.
- Some discrepancies are justified by a slight difference in the conceptual scope followed by ERA (railway infrastructure under interoperability directive), but there is a lack of documentation on what has been included / excluded, for there were many possibilities to opt in / opt out.

3. Direct comparison of “transport equipment” indicators with ERA rolling stock figures

- In short term from EVR alone (most already available in [country factsheets](#)):
 - Numbers of locomotives / railcars, by type of motor energy diesel/electricity;
 - Of which numbers of shunters; **More information, no traffic in train-km**
 - Numbers of passenger railway vehicles by type;
 - Numbers of wagons by type. **Available for all kinds of keepers**
- In medium term (2030?) from new EVR linked to ERATV (to confirm):
 - Dual mode / hybrid / full electric / hydrogen / other?
 - Numbers of multiple-unit sets.
- What would not be available from ERA:
 - Power of tractive vehicles, capacity of passenger vehicles or wagon **We can drop**

If EU MS validate ERA figures (with additions to come), they can in medium term be exempted of this chapter in practice.

3. Investment and maintenance expenditures in infrastructure

There are 3 parallel surveys, with [ITF dedicated survey](#) and RMMS.

ITF

COUNTRY :
TRANSPORT INFRASTRUCTURE

Table I : Total gross investment including all sources of financing
investments = new construction, extension, reconstruction, renewal and major repair)

In current prices

Roads *		Railways	Inland water-ways	Maritime ports	Airports
All	of which Motor-ways				

Millions of: Country Currency

Note 2 *Note 3* *Note 4* *Note 5* *Note 6*

RMMS
(published by DG MOVE,
republished by ERA in factsheets)

- New infrastructure;
- Upgrades;
- Renewals;
- Maintenance

An alignment on ITF survey on infrastructure spending seems making more sense and is comparable to other modes of transport.

COUNTRY :
TRANSPORT INFRASTRUCTURE

Table II : Maintenance expenditures
financed by Public Administrations (State, regional and local authorities)*

In current prices

Roads **		Railways	Inland water-ways	Maritime ports	Airports
All	of which Motor-ways				

Millions of: Country Currency

Note 2 *Note 3* *Note 4* *Note 5* *Note 6*

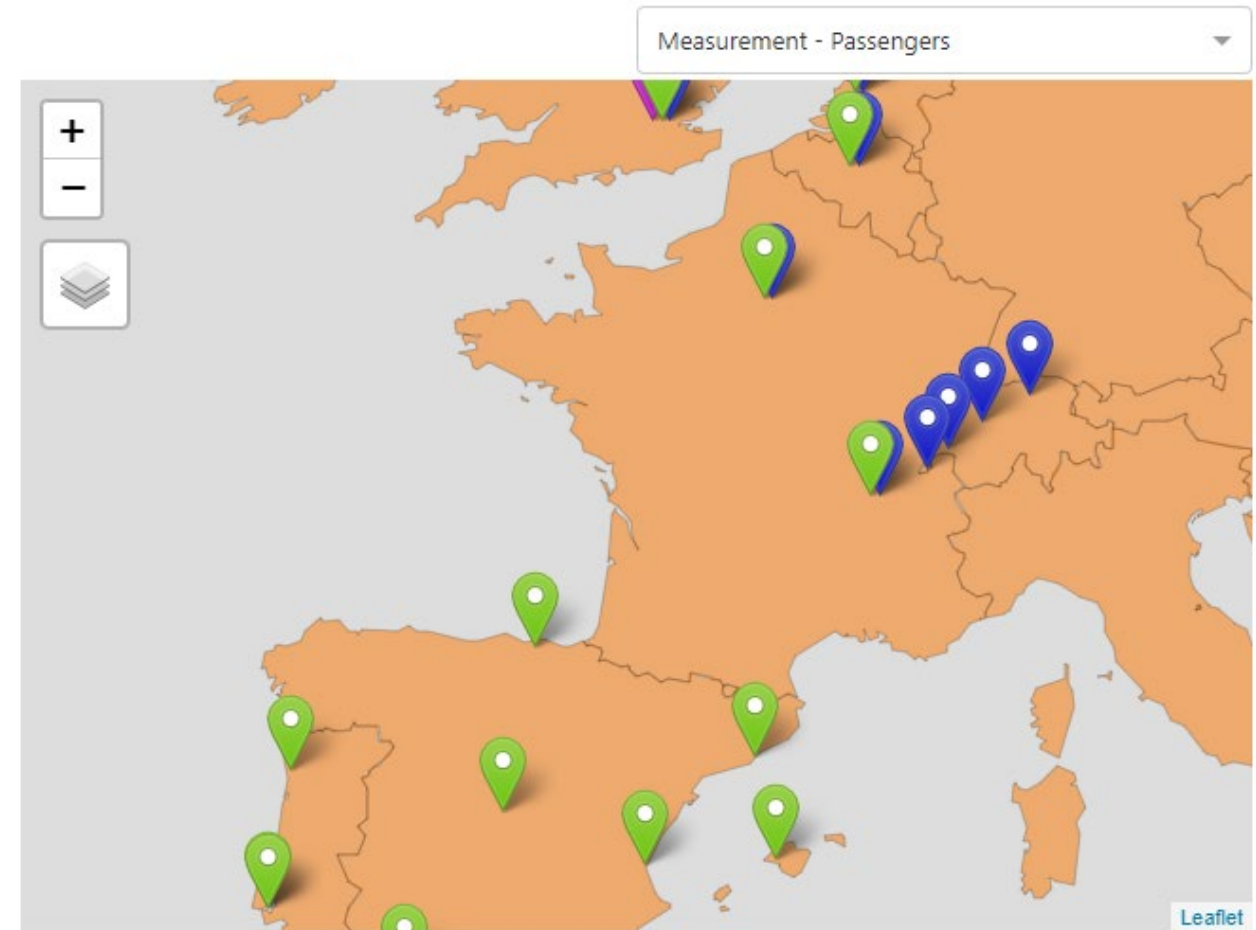
3. Metro, tramway, other light urban rail

Tram and Metro data

The 3 categories of “light rail” would be surveyed at national level on:

- the length of their infrastructure;
- the number of passengers;
- the number of passenger-km.

These latter 2 indicators as in CQ BUSES, and at city level on [“tram and metro data” by UNECE](#).



4. Deletions

- The tractive power and the capacity of the rolling stock are not much commented. The capacity of passenger railway vehicles is missing for Germany, France, Italy and the Netherlands. If ERA figures on the number of vehicles are validated as more reliable than previous CQ answers, it is impossible EU MS can provide consistent figures for tractive power and capacity.
- The hauled vehicle movements in gross tonne-kilometres have an importance for the invoicing of Railway Undertakings by Infrastructure Managers. But other traffic or transport indicators are more meaningful for railway statistics comparable to other modes.
- The distance classes are too poorly filled in.

Summary

156 indicators instead of 163

Chapter	Labels	Rationale	
Infrastructure	Interoperable rail network (lines)	Consistency with ERA	
Infrastructure	Non-interoperable rail network (lines)		
Infrastructure	Metro, tramway, light rail (with breakdown)		Light rail, observation of urban public transport
Infrastructure	Touristic train lines		Complete review, light rail
Infrastructure	Funicular lines		
Infrastructure	Private lines not opened to public traffic		
Equipment	(general)	Unchanged, directly comparable to ERA figures for EU	
Equipment	Alternative drive, breakdown	New technologies, Green Deal	
Equipment	Of which shunters (shunting engines)	not to be counted in train-km	
Equipment	Tractive power / capacity	Less interesting than numbers	
Traffic	Train-km on railway lines by alternative drive	In consistency with equipment (shunters excluded)	
Traffic	Hauled vehicle movements	Poor completion and statistical interest	
Transport meas.	Passenger and pkm in Metro, tramway, etc.	Observation of urban public transport, as by UNECE	
Transport meas.	National goods transport by distance class moved	Poor completion	

Thank you

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