

# Our transport data collection

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Our current statistical activity

 Problems related to the Common Questionnaire

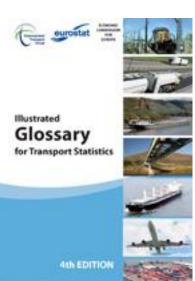
Conclusions / recommendations



## Our current statistical activity

## The Glossary for Transport Statistics

- First edition was in 1994
- Purpose is to serve the Common Questionnai
- Covers all modes of transport and 7 themes
  (Infrastructure, transport equipment, economic performance, traffic, transport measurement, energy consumption and accidents
- Latest version is the 4<sup>th</sup> edition
- Includes 735 definitions
- Available in EU languages, Russian and Arabic





## Methodology manuals

Developed in common with Eurostat and UNECE

- Road traffic measurement methods
- Passenger transport by buses and coaches

Glossary and manuals are essential achievement but long and difficult processes.



# The ITF Questionnaires

#### - Quarterly Questionnaire

Road					
Goods transport	Traffic	First registration	Fuel deliveries	Road fatalities	
Nat. and inter T-km	V-Km	Priv. car & goods veh.	Petrol and diesel - Tons	Number	
Rail		Inland waterways	Economy		
Goods transport	Passengers	Goods transport	Imports & Exports		
Nat. and inter T-km	P-Km	Nat. and inter T-km	Euros		

Series start in 1994. Available with a 4 months lag



#### Annual Trends Survey

Freight Transport		Passenger Transport				Coastal				
(Million tonne-kms)		(Million paskms)				Shipping				
Rai	Roads	Inland Water.	Oil Pipe.	Rail		Bus & coach.		Casualties	Killed	National traffic

Series start in 1970. Available with a 12 months lag

#### - Transport Infrastructure Investment Questionnaire

Roads Railways Inland waterways M	Maritime ports	Airports
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For both gross investment and maintenance expenditures Series start in 1992. Available with a 16 months lag



#### Common Questionnaire

- Covers inland transport modes
- Contains detailed breakdowns
- About 1 000 variables
- Data suppliers access it through the WEB
- Long to complete, long to process, long to check

- Common to Eurostat, UNECE and ITF
- Common definitions
- No common database
- No common publication
- No legal financing commitment



## Main problems related to the CQ

#### Common vision and policy

- Need to share the same goals / vision
- Different priorities

## No regulation on definitions and methodologies

- Glossary provides just guidelines
- Essential to develop metadata
- Have to live with differences



#### Size of the Common Questionnaire

- It is scary
- Low response rate
- Long to complete and to process
- Need for sophisticated IT tools

## Voluntary data collections

- No obligation in the need to show what the returns are
- Extra burden depends on goodwill
- Vital to develop contacts with data suppliers
- Make their live easier (delete variables, IT improvements ...)
- Show positive results of data collection



#### Transport data is limited in availability and quality

- Do not have the information we wish
- Affects transport analysis coverage and quality
- Other economic sectors have better data (national accounts, population, energy...)

## Coordinating common work

- Common work but different interests
- Implies more discussions and making compromises
- Therefore more delays



#### IT limitations

- Countries do not have the same IT developments/means
- Aim at the lowest common denominator
- Have to accept not always most efficient choices



#### **Conclusion / Recommendations**

#### Keep our data wish list clear but low

- Provide clear definitions and methodology for variables
- keep one unique transport definitions environment
  - integrate and adapt the Glossary terms
- Keep list of variables short impact on response rates and data quality
- Better less data than no data at all



#### Networking data contact

- Transport variables can be compiled from different sources and therefore held in different places
- For each country, find out one data provider per mode and one national focal point
- Use GTI members present in developing countries to ensure we have the right person/contact

## Develop capacity building

- Demonstrate the benefits of developing transport data
- Some countries might need help to set up their networks
- Create routine data reporting systems