

# Our transport data collection

Global Transport Intelligence initiative

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Mario BARRETO

- **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 Questionnaire
- 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
<i>Nat. and inter.- T-km</i>	V-Km	<i>Priv. car &amp; goods veh.</i>	<i>Petrol and diesel - Tons</i>	Number
<b>Rail</b>		<b>Inland waterways</b>	<b>Economy</b>	
<b>Goods transport</b>	<b>Passengers</b>	<b>Goods transport</b>	<b>Imports &amp; Exports</b>	
<i>Nat. and inter.- T-km</i>	P-Km	<i>Nat. and inter.- T-km</i>	Euros	

Series start in 1994. Available with a 4 months lag



## – Annual Trends Survey

Freight Transport (Million tonne-kms)				Passenger Transport (Million pas.-kms)			Road Injury Accidents (numbers)			Coastal Shipping
Rail	Roads	Inland Water.	Oil Pipe.	Rail	Roads		Accidents	Casualties	Killed	National traffic
					Private cars	Bus & coach.				

Series start in 1970. Available with a 12 months lag

## – Transport Infrastructure Investment Questionnaire

Roads	Railways	Inland waterways	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
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- 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
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## 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  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
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## 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 ➡ direct 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
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