

Reference Manual on Rail transport statistics



Version 10.4

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INTRODUCTION

The adoption of **Regulation 91/2003** of the European Parliament and of the Council in December 2002 marked an important step forward in the evolution of transport statistics in the European Union. This Regulation provides a legal base for the collection of a wide range of data on rail freight and passengers transport as well as on accidents and traffic flows on the network.

In October 2016, **Regulation 2016/2032** of the European Parliament and of the Council, amending **Regulation 91/2003**, was adopted. This new Regulation provided simplification in the rail data collection.

In April 2018, **Regulation 2018/643** of the European Parliament and of the Council, recast of **Regulation 2016/2032**, was adopted. The main changes in this Regulation concerned the numbering of the Annexes.

These Guidelines aim to provide detailed guidance for Member States in the implementation of **Regulation 2018/643**. This guidance is divided into four parts:

✿ [Part I : Overview, methodology, definitions and classifications](#)

The aim of Part I of the Guidelines is to provide general guidelines for the implementation of the Regulation. General information, definitions and structure of tables of each annex to be provided are described. Although the Regulation itself provides some definitions and some comments on methodology, experience in implementing statistical legislation has shown that it is useful to provide additional information to assist countries and to promote harmonisation in the collection of statistical data.

This part of the Guidelines therefore provides a systematic reference for all variables in the Regulation, with definitions, additional explanations (nomenclature and codification to be used) and recommendations. The status of this information varies. Some parts are taken directly from the Regulation, while others have been proposed by Eurostat and have been validated by the Working Group members.

Methodological questions formulated by data providers are also presented here. This part of the Guidelines is continuously updated to reflect experience gained in the implementation of the Regulation. Wherever possible, reference is also made to the **Glossary for Transport Statistics (4th edition)**.

Some of the recommendations in these Guidelines are not legally binding, but form part of the voluntary co-operation between Eurostat and Member States, based on a common interest in improving the quality of Community statistics. However, subject in each case to the agreement of the Statistical Programme Committee, certain aspects of these recommendations were already incorporated into the first legally binding Commission. The **Regulation 1192/2003**, amending **Regulation 91/2003**, was adopted in July 2003 for the definition of variables.

✿ [Part II : Description of the data treatment process](#)

Part II of the Guidelines provides guidance on the technical aspects of data transmission to Eurostat. It covers elements such as the presentation of eDAMIS, the naming convention for the data files and the data transmission. It also covers the production system used by Eurostat to process the data and the validation checks of the data carried out by Eurostat.

These Guidelines also include precisions on the validation rules applied for the different datasets in the frame of the data quality checks and updated links to reference and methodological documents.

In order to enhance the quality of the data and to ensure the coherence of the figures on rail transport, various validation rules have been implemented by Eurostat. All the validation rules applied to each table are detailed in these Guidelines.

✿ Part III : Dissemination of data by Eurostat

Part III of the Guidelines deals with tables of the data disseminated by Eurostat subject to the constraints of confidentiality.

✿ Part IV : National methodologies

Part IV of the manual provides information about the methodologies applied at national level to comply with the requirements of the Regulation. This part is based on a questionnaire addressed to the various reporting countries. The main methodological elements of this survey are presented in tables, broken down by reporting country.

At the end of the reference manual, detailed annexes supporting the earlier parts can be found.

The Guidelines and related documents are available in electronic formats on Eurostat's CIRCABC web site in the Transport Interest Group, at: <https://circabc.europa.eu>.

A user-id and password for the Transport Interest Group can be obtained from Eurostat.

PART I: OVERVIEW, METHODOLOGY, DEFINITIONS AND CLASSIFICATIONS

1 OVERVIEW

A number of Community legal acts dating from the 1970s and 1980s have provided basic statistical data on inland transport. **Regulation 91/2003** of the European Parliament and of the Council has been designed to provide the Commission, other Community Institutions and national governments with comparable, reliable, harmonised, regular and comprehensive statistical data on scale and development of the carriage of goods and passengers by rail necessary for framing, monitoring, controlling and evaluating Community policy. This is achieved by expanding certain essential aspects of the data collection previously under the **Council Directive 80/1177/EEC** on rail goods transport statistics. The major changes between the **Directive 80/1177/EEC** and **Regulation 91/2003** in the data collection are:

- ✳ Information on passengers transport, traffic flows and accidents on rail network;
- ✳ Information on type of dangerous goods;
- ✳ Information on type of transport unit;
- ✳ Information on national and international goods and passenger transport at regional level (NUTS 2);
- ✳ Coverage of all railway operators;
- ✳ Risks of some rail data being confidential.

In October 2016, **Regulation 2016/2032** of the European Parliament and of the Council, amending **Regulation 91/2003**, was adopted. This new Regulation entered into Force in November 2016 and provided simplification in the rail data collection. The major changes between **Regulation 91/2003** and **Regulation 2016/2032** in the data collection are:

- ✳ Change in the thresholds for reporting detailed data
- ✳ Deletion of annexes and tables
- ✳ Creation of a new annex
- ✳ Change in deadlines

In April 2018, **Regulation 2018/643** of the European Parliament and of the Council, recast of **Regulation 2016/2032**, was adopted. The main changes in this Regulation concerned the numbering of the Annexes, by using roman letters (I, II, III, etc).

The Regulation covers all railways in the Community. Each Member State shall report statistics which relate to rail transport on its national territory. When a railway undertaking operates in more than one Member State, the national authorities concerned shall require the undertaking to provide data separately for each country in which it operates so as to enable national statistics to be compiled.

Member States may exclude from the scope of this Regulation:

- ✳ Railway undertakings which operate entirely or mainly within industrial and similar installations, including harbours;
- ✳ Railway undertakings which mainly provide local tourist services, such as preserved historical steam railways.

The text of **Regulation 91/2003** of the Parliament and of the Council is included as **Annex 1** of these Guidelines. **Commission Regulation 1192/2003**, included as **Annex 2** of this Guidelines, amends the definitions specified in article 3 (1) of **Regulation 91/2003**. Commission **Regulation (EC) No 332/2007** adopted on 27 March 2007 is included as **Annex 3** of these Guidelines and stipulates the technical format

for rail data transmission. **Regulation 2016/2032** of the European Parliament and of the Council, amending **Regulation 91/2003**, is included as **Annex 4**.

Regulation 2018/643 of the European Parliament and of the Council, recast of **Regulation 2016/2032**, is included as **Annex 5**.

2 DESCRIPTION OF THE DATASETS

Despite the change in the numbering of annexes in Regulation 2018/643, countries should continue providing data according to the convention used in Regulation 2016/2032.

The statistics to be collected under **Regulation 2018/643** are set out in 6 annexes:

- ✿ Annual statistics on goods transport — detailed reporting (**ANNEX A/ANNEX I**);
- ✿ Annual statistics on passenger transport — detailed reporting (**ANNEX C/ANNEX II**);
- ✿ Quarterly statistics on goods and passenger transport (**ANNEX E/ANNEX III**);
- ✿ Quinquennial regional statistics on goods and passenger transport (**ANNEX F/ANNEX IV**);
- ✿ Quinquennial statistics on traffic flows on the rail network (**ANNEX G/ANNEX V**);
- ✿ Level of transport activity in goods and passengers transport (**ANNEX L/ANNEX VIII**).

ANNEX L may be used by Member States as alternatives to the normal detailed reporting set out in **ANNEXES A** and **C**, for undertakings for which the total volume of goods or passenger transport is less than **200 million tonne-km** or **500 000 tonnes** or less than **100 million passenger-km**.

ANNEX L should be transmitted from **reference year 2017**.

According to previous **Regulation 91/2003**, the following additional annexes were to be provided:

- ✿ Annual statistics on goods transport — simplified reporting (**ANNEX B**);
- ✿ Annual statistics on passenger transport — simplified reporting (**ANNEX D**);
- ✿ Annual statistics on accidents (**ANNEX H**);
- ✿ Annual list of the railway undertakings for which statistics are provided (**ANNEX I**).

ANNEXES B and **D** set out simplified reporting requirements, which might be used by Member States as alternatives to the normal detailed reporting set out in **ANNEXES A** and **C**, for undertakings for which the total volume of goods or passenger transport is less than **500 million tonne-km** or less than **200 million passenger-km**.

Starting from **reference year 2016**, **ANNEXES B, D, H** and **I** are no longer part of the data collection. **ANNEXES B** and **D** are replaced by **ANNEX L** from **reference year 2017**.

2.1 Annex A

ANNEX A covers **detailed** statistics on annual goods transport. Data are broken-down into 9 tables:

- ✿ **Table A1:** goods transported, by type of transport;
- ✿ **Table A2:** goods transported, by type of goods;
- ✿ **Table A3:** goods transported (for international and transit traffic) by country of loading and country of unloading
- ✿ **Table A4:** goods transported, by category of dangerous goods;
- ✿ **Table A5:** goods transported, by type of consignment (optional);
- ✿ **Table A6:** goods transported in intermodal transport units, by type of transport and by type of transport unit;
- ✿ **Table A7:** number of loaded intermodal transport units carried, by type of transport and by type of transport unit
- ✿ **Table A8:** number of empty intermodal transport units carried, by type of transport and by type of transport unit

✿ **Table A9:** goods train movements.

Data have to be provided **on annual basis** in one dataset (i.e. in one file) respecting the structure and rules described below.

Structure of Annex A – Annual statistics on goods transport – detailed reporting

Field N°	Variable	Description	Coding/Nomenclature	Table
1	RCount	Reporting country	ISO-3166-alpha2 except “EL” for Greece, “UK” for United Kingdom	A1 to A9
2	DsetID	Table identification	A1 to A9	A1 to A9
3	Year	Year of the dataset	On 4 positions	A1 to A9
4	Period	Reference period	On 2 positions (A0)	A1 to A9
5	TransID	Type of transport	[0, 1, 2, 3, 4, 5]	A1, A3 A6, A7, A8
6	Goods	Type of goods	NST2007	A2
7	DGoods	Type of dangerous goods	ADN classification	A4
8	LDG	Country of loading	ISO-3166-alpha2 except “EL” for Greece, “UK” for United-Kingdom Code ‘XX’ for unknown country	A3
9	UNL	Country of unloading	ISO-3166-alpha2 except “EL” for Greece, “UK” for United Kingdom Code ‘XX’ for unknown country	A3
10	Consgmt	Type of consignment	[1, 2, 3, 9]	A5 (optional)
11	TTU	Type of transport unit	[1, 2, 3, 9]	A6, A7, A8
12	Tonnes	Declared value in tonnes	Numeric integer	A1 to A6
13	Tkm	Declared value in 1 000 tkm	Numeric integer	A1 to A6
14	NbrITU	Number of intermodal transport unit	Numeric integer	A7, A8
15	TeulTU	Intermodal transport units carried in TEU	Numeric integer	A7, A8 (if TTU=1)
16	TrainKM	Goods train movement in 1 000 km	Numeric integer	A9
17	FlagC	Flag of confidentiality	1: confidential; 0: not confidential	A1 to A9
18	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised	A1 to A9

The combination of the values of the key fields (in bold in the tables below) for a record must constitute a unique key value within the file.

2.1.1 Table A1

Table A1 covers statistics on goods transported by type of transport (national, international and transit).

Field	Variable	Description	Coding
1	RCount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	= A1
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	TransID	Type of transport	= [0, 1, 2, 3, 4, 5]
6	Goods	Type of goods	= Blank field
7	DGoods	Type of dangerous goods	= Blank field
8	LDG	Country of loading	= Blank field
9	UNL	Country of unloading	= Blank field
10	Consgmt	Type of consignment	= Blank field
11	TTU	Type of transport unit	= Blank field
12	Tonnes	Declared value in tonnes	Numeric integer
13	Tkm	Declared value in 1000 tkm	Numeric integer
14	NbrITU	Number of intermodal transport unit	= Blank field
15	TeuITU	Intermodal transport units carried in TEU	= Blank field
16	TrainKM	Goods train movement in 1000 km	= Blank field
17	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
18	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

2.1.2 Table A2

Table A2 covers statistics on goods transported by type of goods.

Field	Variable	Description	Coding
1	Rcount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	= A2
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	TransID	Type of transport	= Blank field
6	Goods	Type of goods *	= NST 2007 [01,, 20]
7	Dgoods	Type of dangerous goods	= Blank field
8	LDG	Country of loading	= Blank field
9	UNL	Country of unloading	= Blank field
10	Consgmt	Type of consignment	= Blank field
11	TTU	Type of transport Unit	= Blank field
12	Tonnes	Declared value in tonnes	Numeric integer
13	Tkm	Declared value in 1000 tkm	Numeric integer
14	NbrITU	Number of intermodal transport unit	= Blank field
15	TeuITU	Intermodal transport units carried in TEU	= Blank field
16	TrainKM	Goods train movement in 1000 km	= Blank field
17	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
18	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

* NST/R was used before reference year 2008.

2.1.3 Table A3

Table A3 covers statistics on goods transported (for international and transit traffic) by country of loading and unloading

Field	Variable	Description	Coding
1	Rcount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	= A3
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	TransID	Type of transport	= [3, 4, 5]
6	Goods	Type of goods	= Blank field
7	Dgoods	Type of dangerous goods	= Blank field
8	LDG	Country of loading	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom Code "XX" for unknown country
9	UNL	Country of unloading	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom Code "XX" for unknown country
10	Consgmt	Type of consignment	= Blank field
11	TTU	Type of transport unit	= Blank field
12	Tonnes	Declared value in tonnes	Numeric integer
13	Tkm	Declared value in 1000 tkm	Numeric integer
14	NbrITU	Number of intermodal transport unit	= Blank field
15	TeulTU	Intermodal transport units carried in TEU	= Blank field
16	TrainKM	Goods train movement in 1000 km	= Blank field
17	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
18	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

2.1.4 Table A4

Table A4 covers statistics on goods transported by category of dangerous goods

Field	Variable	Description	Coding
1	Rcount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	= A4
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	TransID	Type of transport	= Blank field
6	Goods	Type of goods	= Blank field
7	Dgoods	Type of dangerous goods	= [1, 2, 3, 4.1, 4.2, 4.3, 5.1, 5.2, 6.1, 6.2, 7, 8, 9]
8	LDG	Country of loading	= Blank field
9	UNL	Country of unloading	= Blank field
10	Consgmt	Type of consignment	= Blank field
11	TTU	Type of transport unit	= Blank field
12	Tonnes	Declared value in tonnes	Numeric integer
13	Tkm	Declared value in 1000 tkm	Numeric integer
14	NbrITU	Number of intermodal transport unit	= Blank field
15	TeulTU	Intermodal transport units carried in TEU	= Blank field
16	TrainKM	Goods train movement in 1000 km	= Blank field
17	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
18	FlagD	Flag of authorisation for the dissemination of confidential data	1: not authorised; 0: dissemination authorised

2.1.5 Table A5

Table A5 covers statistics on goods transported by type of consignment. This table is **optional**.

Field	Variable	Description	Coding
1	Rcount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	= A5
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	TransID	Type of transport	= Blank field
6	Goods	Type of goods	= Blank field
7	Dgoods	Type of dangerous goods	= Blank field
8	LDG	Country of loading	= Blank field
9	UNL	Country of unloading	= Blank field
10	Consgmt	Type of consignment	= [1, 2, 3, 9]
11	TTU	Type of transport unit	= Blank field
12	Tonnes	Declared value in tonnes	Numeric integer
13	Tkm	Declared value in 1000 tkm	Numeric integer
14	NbrITU	Number of intermodal transport unit	= Blank field
15	TeulITU	Intermodal transport units carried in TEU	= Blank field
16	TrainKM	Goods train movement in 1000 km	= Blank field
17	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
18	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

2.1.6 Table A6

Table A6 covers statistics on goods transported in intermodal transport units, by type of transport and by type of transport unit

Field	Variable	Description	Coding
1	Rcount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	= A6
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	TransID	Type of transport	= [0, 1, 2, 3, 4, 5]
6	Goods	Type of goods	= Blank field
7	Dgoods	Type of dangerous goods	= Blank field
8	LDG	Country of loading	= Blank field
9	UNL	Country of unloading	= Blank field
10	Consgmt	Type of consignment	= Blank field
11	TTU	Type of transport unit	= [1, 2, 3, 9]
12	Tonnes	Declared value in tonnes	Numeric integer
13	Tkm	Declared value in 1000 tkm	Numeric integer
14	NbrITU	Number of intermodal transport unit	= Blank field
15	TeulITU	Intermodal transport units carried in	= Blank field
16	TrainKM	Goods train movement in 1000 km	= Blank field
17	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
18	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

2.1.7 Table A7

Table A7 covers statistics on number of loaded intermodal transport units carried, by type of transport and by type of transport unit

Field	Variable	Description	Coding
1	Rcount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	= A7
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	TransID	Type of transport	= [0, 1, 2, 3, 4, 5]
6	Goods	Type of goods	= Blank field
7	Dgoods	Type of dangerous goods	= Blank field
8	LDG	Country of loading	= Blank field
9	UNL	Country of unloading	= Blank field
10	Consgmt	Type of consignment	= Blank field
11	TTU	Type of transport unit	= [1, 2, 3, 9]
12	Tonnes	Declared value in tonnes	= Blank field
13	Tkm	Declared value in 1000 tkm	= Blank field
14	NbrITU	Number of intermodal transport unit	Numeric integer
15	TeuITU	Intermodal transport units carried in TEU	Numeric integer (TTU=1) Blank field (TTU=2,3 or 9)
16	TrainKM	Goods train movement in 1000 km	= Blank field
17	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
18	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

2.1.8 Table A8

Table A8 covers statistics on number of empty intermodal transport units carried, by type of transport and by type of transport unit

Field	Variable	Description	Coding
1	Rcount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	= A8
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	TransID	Type of transport	= [0, 1, 2, 3, 4, 5]
6	Goods	Type of goods	= Blank field
7	Dgoods	Type of dangerous goods	= Blank field
8	LDG	Country of loading	= Blank field
9	UNL	Country of unloading	= Blank field
10	Consgmt	Type of consignment	= Blank field
11	TTU	Type of transport unit	= [1, 2, 3, 9]
12	Tonnes	Declared value in tonnes	= Blank field
13	Tkm	Declared value in 1000 tkm	= Blank field
14	NbrITU	Number of intermodal transport unit	Numeric integer
15	TeuITU	Intermodal transport units carried in TEU	Numeric integer (TTU=1) Blank field (TTU=2,3 or 9)
16	TrainKM	Goods train movement in 1000 km	= Blank field
17	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
18	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

RULE FOR THE REPORTING OF TEU IN TABLES 7 AND 8

Number of intermodal transport units must be provided for all types of units [1, 2, 3, 9], while the number of TEU should only be reported for type '1' of intermodal transport unit (TTU=1, namely "containers and swap bodies"). TEU is not applicable for semi-trailers, road vehicles and unknown intermodal transport units (TTU=2, 3, 9), even if containers are carried. According to the Guidelines's validation rules, TEU figures for the intermodal transport units other than containers and swap bodies were to be provided as **blank field** and will be disseminated as '-' (not applicable).

Values to be provided in tables A7 and A8 by type of transport unit (TTU)

TTU Code	TTU Label	NbrITU	TEUITU
1	Containers and swap bodies	Yes	Yes
2	Semi-trailers (Unaccompanied)	Yes	No (blank field in the record)
3	Road vehicles (accompanied)	Yes	No (blank field in the record)
9	Unknown	Yes	No (blank field in the record)

2.1.9 Table A9

Table A9 covers statistics on goods train movements

Field	Variable	Description	Coding
1	Rcount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	= A9
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	TransID	Type of transport	= Blank field
6	Goods	Type of goods	= Blank field
7	Dgoods	Type of dangerous goods	= Blank field
8	LDG	Country of loading	= Blank field
9	UNL	Country of unloading	= Blank field
10	Consgmt	Type of consignment	= Blank field
11	TTU	Type of transport unit	= Blank field
12	Tonnes	Declared value in tonnes	= Blank field
13	Tkm	Declared value in 1000 tkm	= Blank field
14	NbrITU	Number of intermodal transport unit	= Blank field
15	TeuITU	Intermodal transport units carried in TEU	= Blank field
16	TrainKM	Goods train movements in 1000 km	Numeric integer
17	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
18	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

2.2 Annex C

ANNEX C covers **detailed** statistics on annual passenger transport. Data are broken-down into 3 tables:

- ✳ **Table C3:** passengers transported, by type of transport;
- ✳ **Table C4:** international passengers transported, by country of embarkation and by country of disembarkation;
- ✳ **Table C5:** passenger train movements.

According to previous **Regulation 91/2003**, the two additional tables were to be provided:

- ✳ **Table C1:** passengers transported, by type of transport (provisional data, number of passengers only);
- ✳ **Table C2:** international passengers transported, by country of embarkation and by country of disembarkation (provisional data, number of passengers only);

From reference year **2016**, tables C1 and C2 should not be transmitted to Eurostat anymore.

Data have to be provided **on annual basis** in one dataset (i.e. in one file) respecting the structure and rules described below.

Dataset for Annex C: Annual statistics on passengers transport – detailed reporting

Field	Variable	Description	Coding	Table
1	Rcount	Reporting country	ISO-3166-alpha2 except “EL” for Greece, “UK” for United Kingdom	C3 to C5
2	DsetID	Table identification	C1 to C5	C3 to C5
3	Year	Year of the dataset	On 4 positions	C3 to C5
4	Period	Reference period	On 2 positions (A0)	C3 to C5
5	TransID	Type of transport	[1 & 2] [3 & 4]	C3 C4
6	LDG	Country of embarkation	ISO-3166-alpha2 except “EL” for Greece, “UK” for United Kingdom Code “XX” for unknown country	C4
7	UNL	Country of disembarkation	ISO-3166-alpha2 except “EL” for Greece, “UK” for United Kingdom Code “XX” for unknown country	C4
8	Pass	Total passenger transport	Numeric integer	C3 & C4
9	Passkm	Total passenger transport in 1000 passenger-km	Numeric integer	C3
10	TrainKM	Passenger train movements in 1000 train-km	Numeric integer	C5
11	FlagC	Flag of confidentiality	1: confidential; 0: not confidential	C3 to C5
12	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised	C3 to C5

The combination of the values of the key fields (in bold in the tables below) for a record must constitute a unique key value within the file.

2.2.1 Table C3

Table C3 covers statistics on passengers transported by type of transport (national and international).

Field	Variable	Description	Coding
1	Rcount	Reporting country	= ISO-3166-alpha2 except “EL” for Greece, “UK” for United Kingdom
2	DsetID	Table identification	= C3
3	Year	Year of the dataset	= YYYY
4	Period	Reference Period	= A0
5	TransID	Type of transport	= [1 & 2]
6	LDG	Country of embarkation	= Blank field
7	UNL	Country of disembarkation	= Blank field
8	Pass	Total passenger transport	Numeric integer
9	Passkm	Total passenger transport in 1000 passenger-km	Numeric integer
10	TrainKM	Passenger train movements in 1000 km	= Blank field
11	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
12	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

2.2.2 Table C4

Table C4 covers statistics on passengers transported at international level, by country of embarkation and by country of disembarkation.

Field	Variable	Description	Coding
1	Rcount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	= C4
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	TransID	Type of transport	= [3 & 4]
6	LDG	Country of embarkation	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom Code "XX" for unknown country
7	UNL	Country of disembarkation	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom Code "XX" for unknown country
8	Pass	Total passenger transport	Numeric integer
9	Passkm	Total passenger transport in 1000 passenger-km	= Blank field
10	TrainKM	Passenger train movements in 1000 km	= Blank field
11	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
12	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

2.2.3 Table C5

Table C5 covers statistics on passenger train movements.

Field	Variable	Description	Coding
1	Rcount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	= C5
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	TransID	Type of transport	= Blank field
6	LDG	Country of embarkation	= Blank field
7	UNL	Country of disembarkation	= Blank field
8	Pass	Total passenger transport	= Blank field
9	Passkm	Total passenger transport in 1000 passenger-km	= Blank field
10	TrainKM	Passenger train movements in 1000 km	Numeric integer
11	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
12	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

2.3 Annex E

ANNEX E covers statistics on quarterly goods and passengers transport. Data are broken-down into 2 tables:

- ✿ **Table E1:** Goods transported
- ✿ **Table E2:** Passengers transported

These statistics shall be supplied for the undertakings covered by Annexes A and C (detailed reporting).

Data have to be provided on **quarterly basis** in one dataset (i.e. in one file) respecting the structure and rules described below.

Structure of Annex E: Quarterly statistics on goods and passengers transport

Field	Variable	Description	Coding	Table
1	RCount	Reporting country	ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom	E1 & E2
2	DsetID	Table identification	E1 & E2	E1 & E2
3	Year	Year of the dataset	On 4 positions	E1 & E2
4	Period	Reference period	On 2 positions (Q1; Q2; Q3; Q4)	E1 & E2
5	Tonnes	Declared value in tonnes	Numeric integer	E1
6	Tkm	Declared value in 1000 tkm	Numeric integer	E1
7	Pass	Total passenger transport	Numeric integer	E2
8	Passkm	Total passenger transport in 1000 passenger-km	Numeric integer	E2
9	FlagC	Flag of confidentiality	1: confidential; 0: not confidential	E1 & E2
10	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised	E1 & E2

The combination of the values of the key fields (in bold in the tables below) for a record must constitute a unique key value within the file.

2.3.1 Table E1

Table E1 covers quarterly statistics on total goods transported

Field N°	Variable	Description	Coding
1	RCount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	= E1
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= Q1, Q2, Q3 or Q4
5	Tonnes	Declared value in tonnes	Numeric integer
6	Tkm	Declared value in 1000 tkm	Numeric integer
7	Pass	Total passenger transport	= Blank field
8	Passkm	Total passenger transport in 1000 passenger-km	= Blank field
9	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
10	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

2.3.2 Table E2

Table E2 covers quarterly statistics on total passengers transported

Field	Variable	Description	Coding
1	RCount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	= E2
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= Q1, Q2, Q3 or Q4
5	Tonnes	Declared value in tonnes	= Blank field
6	Tkm	Declared value in 1000 tkm	= Blank field
7	Pass	Total passenger transport	Numeric integer
8	Passkm	Total passenger transport in 1000 passenger-km	Numeric integer
9	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
10	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

2.4 Annex F

ANNEX F covers regional statistics on goods and passengers transport. Data are broken-down into 4 tables:

- ✱ **Table F1:** National goods transport by region of loading and region of unloading (NUTS 2)
- ✱ **Table F2:** International goods transport by region of loading and unloading (NUTS 2)
- ✱ **Table F3:** National passenger transport by region of embarkation and region of disembarkation (NUTS 2)
- ✱ **Table F4:** International passenger transport by region of embarkation and region of disembarkation (NUTS 2)

These statistics shall be supplied for the undertakings covered by **ANNEXES A** and **C** (detailed reporting).

Data have to be provided **every five years** in one dataset (i.e. in one file) respecting the structure and rules described hereafter.

Structure of Annex F: Regional statistics on goods and passengers transport

Field	Variable	Description	Coding	Table
1	Rcount	Reporting country	ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom	F1 to F4
2	DsetID	Table identification	F1 to F4	F1 to F4
3	Year	Year of the dataset	On 4 positions	F1 to F4
4	Period	Reference period	On 2 positions (A0)	F1 to F4
5	Trans ID	Type of transport	= [1] = [3, 4]	F1 & F3 F2 & F4
6	LDG	Region (NUTS 2) of loading/embarkation	On 4 positions - NUTS 2 according to the NUTS classification in force at the time of data collection* - Code ISO-3166-alpha2 + 'XX' where the NUTS2 region is unknown if the place is in the EEA - Code ISO-3166-alpha2 if the place is not in the EEA - Code 'XXXX' for unknown country and unknown NUTS 2 region	F1 to F4
7	UNL	Region (NUTS 2) of unloading/disembarkation	On 4 positions - NUTS 2 according to the NUTS classification in force at the time of data collection* - Code ISO-3166-alpha2 + 'XX' where the NUTS2 region is unknown if the place is in the EEA - Code ISO-3166-alpha2 if the place is not in the EEA - Code 'XXXX' for unknown country and unknown NUTS 2 region	F1 to F4
8	Tonnes	Declared value in tonnes	Numeric integer	F1 & F2
9	Pass	Total passenger transport	Numeric integer	F3 & F4
10	FlagC	Flag of confidentiality	1: confidential; 0: not confidential	F1 to F4
11	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised	F1 to F4

The collection of **ANNEX F** data for the 2005 reference year included only 4 digit NUTS codes, irrespectively whether the place was in the EEA or not.

The combination of the values of the key fields (in bold in the tables below) for a record must constitute a unique key value within the file.

2.4.1 Table F1

Table F1 covers national goods transport by region of loading and region of unloading (NUTS 2)

Field	Variable	Description	Coding
1	RCount	Reporting country	ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	F1
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	TransID	Type of transport	= 1
6	LDG	Region (NUTS 2) of loading/embarkation	- NUTS 2 according to the NUTS classification in force at the time of data collection - Code ISO-3166-alpha2 + 'XX' where the NUTS2 region is unknown if the place is in the EEA - Code ISO-3166-alpha2 if the place is not in the EEA - Code 'XXXX' for unknown country and unknown NUTS2 region
7	UNL	Region (NUTS 2) of unloading/disembarkation	- NUTS 2 according to the NUTS classification in force at the time of data collection - Code ISO-3166-alpha2 + 'XX' where the NUTS2 region is unknown if the place is in the EEA - Code ISO-3166-alpha2 if the place is not in the EEA - Code 'XXXX' for unknown country and unknown NUTS2 region
8	Tonnes	Declared value in tonnes	Numeric integer
9	Pass	Total passenger transport	= Blank field
10	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
11	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

2.4.2 Table F2

Table F2 covers international goods transport by region of loading and unloading (NUTS 2)

Field	Variable	Description	Coding
1	RCount	Reporting country	ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	F2
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	TransID	Type of transport	= [3, 4]
6	LDG	Region (NUTS 2) of loading/embarkation	- NUTS 2 according to the NUTS classification in force at the time of data collection - Code ISO-3166-alpha2 + 'XX' where the NUTS2 region is unknown if the place is in the EEA - Code ISO-3166-alpha2 if the place is not in the EEA - Code 'XXXX' for unknown country and unknown NUTS2 region
7	UNL	Region (NUTS 2) of unloading/disembarkation	- NUTS 2 according to the NUTS classification in force at the time of data collection - Code ISO-3166-alpha2 + 'XX' where the NUTS2 region is unknown if the place is in the EEA - Code ISO-3166-alpha2 if the place is not in the EEA - Code 'XXXX' for unknown country and unknown NUTS2 region
8	Tonnes	Declared value in tonnes	Numeric integer
9	Pass	Total passenger transport	= Blank field
10	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
11	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

2.4.3 Table F3

Table F3 covers national passengers transport by region of loading and region of unloading (NUTS 2)

Field	Variable	Description	Coding
1	RCount	Reporting country	ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	F3
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	TransID	Type of transport	= 1
6	LDG	Region (NUTS 2) of loading/embarkation	- NUTS 2 according to the NUTS classification in force at the time of data collection - Code ISO-3166-alpha2 + 'XX' where the NUTS2 region is unknown if the place is in the EEA - Code ISO-3166-alpha2 if the place is not in the EEA - Code 'XXXX' for unknown country and unknown NUTS2 region
7	UNL	Region (NUTS 2) of unloading/disembarkation	- NUTS 2 according to the NUTS classification in force at the time of data collection - Code ISO-3166-alpha2 + 'XX' where the NUTS2 region is unknown if the place is in the EEA - Code ISO-3166-alpha2 if the place is not in the EEA - Code 'XXXX' for unknown country and unknown NUTS2 region
8	Tonnes	Declared value in tonnes	= Blank field
9	Pass	Total passenger transport	Numeric integer
10	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
11	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

2.4.4 Table F4

Table F4 covers international passengers transport by region of loading and region of unloading

Field	Variable	Description	Coding
1	RCount	Reporting country	ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	F4
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	TransID	Type of transport	= [3, 4]
6	LDG	Region (NUTS 2) of loading/embarkation	- NUTS 2 according to the NUTS classification in force at the time of data collection - Code ISO-3166-alpha2 + 'XX' where the NUTS2 region is unknown if the place is in the EEA - Code ISO-3166-alpha2 if the place is not in the EEA - Code 'XXXX' for unknown country and unknown NUTS2 region
7	UNL	Region (NUTS 2) of unloading/disembarkation	- NUTS 2 according to the NUTS classification in force at the time of data collection - Code ISO-3166-alpha2 + 'XX' where the NUTS2 region is unknown if the place is in the EEA - Code ISO-3166-alpha2 if the place is not in the EEA - Code 'XXXX' for unknown country and unknown NUTS2 region
8	Tonnes	Declared value in tonnes	= Blank field
9	Pass	Total passenger transport	Numeric integer
10	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
11	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

2.5 Annex G

ANNEX G covers statistics on traffic flows on the rail network. Data are broken-down into 3 tables:

- ✳ **Table G1:** Goods transport, by network segment
- ✳ **Table G2:** Passenger transport, by network segment
- ✳ **Table G3:** Other (service trains, etc.), by network segment (optional)

Data have to be provided **every five years** in one dataset (i.e. in one file) respecting the structure and rules described below.

Structure of Annex G: Statistics on traffic flows on the rail network

Field	Variable	Description	Coding	Table
1	RCount	Reporting country	ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom	G1 to G3
2	DsetID	Table identification	G1 to G3	G1 to G3
3	Year	Year of the dataset	On 4 positions	G1 to G3
4	Period	Reference period	On 2 positions (A0)	G1 to G3
5	NetSeg	Network segment	On 8 positions ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom + 'S' + <i>indication of direction (1 or 2)</i> + number on 4 positions	G1 to G3
6	FlagTen	Rail TEN segment	0: NO; 1: YES	G1 to G3
7	Train	Number of trains	Numeric integer	G1 to G3

The combination of the values of the key fields (in bold in the tables below) for a record must constitute a unique key value within the file.

2.5.1 Table G1

Table G1 covers goods transport, by network segment

Field	Variable	Description	Coding
1	RCount	Reporting country	ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	G1
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	NetSeg	Network segment	ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom + 'S' + <i>indication of direction (1 or 2)</i> + number on 4 positions
6	FlagTen	Rail TEN segment	0: NO; 1: YES
7	Train	Number of trains	Numeric integer

2.5.2 Table G2

Table G2 covers passengers transport, by network segment

Field	Variable	Description	Coding
1	RCount	Reporting country	ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	G2
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	NetSeg	Network segment	ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom + 'S' + <i>indication of direction (1 or 2)</i> + number on 4 positions
6	FlagTen	Rail TEN segment	0: NO; 1: YES
7	Train	Number of trains	Numeric integer

2.5.3 Table G3

Table G3 covers other traffic (service trains, etc.), by network segment (optional)

Field	Variable	Description	Coding
1	RCount	Reporting country	ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	G3
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	NetSeg	Network segment	ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom + 'S' + indication of direction (1 or 2) + number on 3 positions
6	FlagTen	Rail TEN segment	0: NO; 1: YES
7	Train	Number of trains	Numeric integer

2.6 Annex L

ANNEX L covers **simplified** statistics on annual goods and passengers transport. Data are broken-down into 2 tables:

- ✳ **Table L1:** Level of transport activity in goods transport
- ✳ **Table L2:** Level of transport activity in passenger transport

Data have to be provided **on annual basis** in one dataset (i.e. in one file) respecting the structure and rules described below.

Structure of Annex L: Statistics on goods and passenger transport

Field	Variable	Description	Coding	Table
1	RCount	Reporting country	ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom	L1 & L2
2	DsetID	Table identification	L1 & L2	L1 & L2
3	Year	Year of the dataset	On 4 positions	L1 & L2
4	Period	Reference period	On 2 positions (Q1; Q2; Q3; Q4)	L1 & L2
5	Tonnes	Declared value in tonnes	Numeric integer	L1
6	Tkm	Declared value in 1000 tkm	Numeric integer	L1
7	Pass	Total passenger transport	Numeric integer	L2
8	Passkm	Total passenger transport in 1000 passenger-km	Numeric integer	L2
9	TrainKM	Goods train movements in 1000 km	Numeric integer	L1 & L2
10	FlagC	Flag of confidentiality	1: confidential; 0: not confidential	L1 & L2
11	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised	L1 & L2

The combination of the values of the key fields (in bold in the tables below) for a record must constitute a unique key value within the file.

2.6.1 Table L1

Table L1 covers goods transport.

Field	Variable	Description	Coding
1	RCount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	= L1
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	Tonnes	Declared value in tonnes	Numeric integer
6	Tkm	Declared value in 1000 tkm	Numeric integer
7	Pass	Total passenger transport	= Blank field
8	Passkm	Total passenger transport in 1000 passenger-km	= Blank field
9	TrainKM	Goods train movements in 1000 km	Numeric integer
10	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
11	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

2.6.2 Table L2

Table L2 covers passenger transport.

Field	Variable	Description	Coding
1	RCount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	= L1
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	Tonnes	Declared value in tonnes	= Blank field
6	Tkm	Declared value in 1000 tkm	= Blank field
7	Pass	Total passenger transport	Numeric integer
8	Passkm	Total passenger transport in 1000 passenger-km	Numeric integer
9	TrainKM	Passenger train movements in 1000 km	Numeric integer
10	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
11	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

2.7 Annexes deleted in Regulation 2016/2032

From reference year 2016, Annexes B, D, H and I should not be transmitted to Eurostat anymore.

2.7.1 Annex B

ANNEX B covers **simplified** statistics on annual goods transport. Data are broken-down into 2 tables:

- ✳ **Table B1:** goods transported, by type of transport;
- ✳ **Table B2:** goods train movements.

Data have to be provided **on annual basis** in one dataset (i.e. in one file) respecting the structure and rules described hereafter.

Structure of Annex B: Annual statistics on goods transport – simplified reporting

Field	Variable	Description	Coding	Table
1	Rcount	Reporting country	ISO-3166-alpha2 except “EL” for Greece, “UK” for United Kingdom	B1 & B2
2	DsetID	Table identification	B1 & B2	B1 & B2
3	Year	Year of the dataset	On 4 positions	B1 & B2
4	Period	Reference period	On 2 positions (A0)	B1 & B2
5	TransID	Type of transport	[0, 1, 2, 3, 4, 5]	B1
6	Tonnes	Declared value in tonnes	Numeric integer	B1
7	Tkm	Declared value in 1000 tkm	Numeric integer	B1
8	TrainKM	Goods train movements in 1000 km	Numeric integer	B2
9	FlagC	Flag of confidentiality	1 : confidential; 0 : not confidential	B1 & B2
10	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised	B1 & B2

The combination of the values of the key fields (in bold in the tables below) for a record must constitute a unique key value within the file.

TABLE B1

Table B1 covers statistics on goods transported by type of transport (national, international and transit level).

Field	Variable	Description	Coding
1	Rcount	Reporting country	= ISO-3166-alpha2 except “EL” for Greece, “UK” for United Kingdom
2	DsetID	Table identification	= B1
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	TransID	Type of transport	= [0, 1, 2, 3, 4, 5]
6	Tonnes	Declared value in tonnes	Numeric integer
7	Tkm	Declared value in 1000 tkm	Numeric integer
8	TrainKM	Goods train movements in 1000 km	= Blank field
9	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
10	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

TABLE B2

Table B2 covers statistics on goods train movements.

Field	Variable	Description	Coding
1	Rcount	Reporting country	= ISO-3166-alpha2 except “EL” for Greece, “UK” for United Kingdom
2	DsetID	Table identification	= B2
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	TransID	Type of transport	= Blank field
6	Tonnes	Declared value in tonnes	= Blank field
7	Tkm	Declared value in 1000 tkm	= Blank field
8	TrainKM	Goods train movement in 1000 km	Numeric integer
9	FlagC	Flag of confidentiality	1 : confidential; 0 : not confidential
10	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

2.7.2 Annex D

ANNEX D covers **simplified** statistics on annual passengers transport. Data are broken-down into 2 tables:

- ✿ **Table D1:** passengers transported;
- ✿ **Table D2:** passenger train movements.

Data have to be provided **on annual basis** in one dataset (i.e. in one file) respecting the structure and rules described below.

Structure of Annex D: Annual statistics on goods transport – simplified reporting

Field	Variable	Description	Coding	Table
1	Rcount	Reporting country	ISO-3166-alpha2 except “EL” for Greece, “UK” for United Kingdom	D1 & D2
2	DsetID	Table identification	D1 & D2	D1 & D2
3	Year	Year of the dataset	On 4 positions	D1 & D2
4	Period	Reference period	On 2 positions (A0)	D1 & D2
5	Pass	Total passenger transport	Numeric integer	D1
6	Passkm	Total passenger transport in 1000 passenger-km	Numeric integer	D1
7	TrainKM	Passenger train movements in 1000 km	Numeric integer	D2
8	FlagC	Flag of confidentiality	1 : confidential; 0 : not confidential	D1 & D2
9	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised	D1 & D2

The combination of the values of the key fields (in bold in the tables below) for a record must constitute a unique key value within the file.

TABLE D1

Table D1 covers statistics on passenger transported.

Field	Variable	Description	Coding
1	RCount	Reporting country	= ISO-3166-alpha2 except “EL” for Greece, “UK” for United Kingdom
2	DsetID	Table identification	= D1
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	Pass	Total passenger transport	Numeric integer
6	Passkm	Total passenger transport in 1000 passenger-km	Numeric integer
7	TrainKM	Passenger train movements in 1000 km	= Blank field
8	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
9	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

TABLE D2

Table D2 covers statistics on passenger train movements.

Field	Variable	Description	Coding
1	RCount	Reporting country	= ISO-3166-alpha2 except “EL” for Greece, “UK” for United Kingdom
2	DsetID	Table identification	= D2
3	Year	Year of the dataset	= YYYY
4	Period	Reference Period	= A0
5	Pass	Total passenger transport	= Blank field
6	Passkm	Total passenger transport in 1000 passenger-km	= Blank field
7	TrainKM	Passenger train movements in 1000 km	Numeric integer
8	FlagC	Flag of confidentiality	1: confidential; 0: not confidential
9	FlagD	Flag of authorisation for the dissemination of confidential data	1: dissemination not authorised 0: dissemination authorised

2.7.3 Annex H

ANNEX H covers annual statistics on accidents. Data are broken-down into 4 tables:

- ✱ **Table H1:** Number of significant accidents and number of serious injury accidents (optional), by type of accident;
- ✱ **Table H2:** Number of accidents involving the transport of dangerous goods;
- ✱ **Table H3:** Number of persons killed, by type of accident and by category of person;
- ✱ **Table H4:** Number of persons seriously injured, by type of accident and category of person.

Data have to be provided **on annual basis** in one dataset (i.e. in one file) respecting the structure and rules described below.

Structure of Annex H: Statistics on accidents

Field	Variable	Description	Coding	Table
1	RCount	Reporting country	ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom	H1 to H4
2	DsetID	Table identification	H1 to H4	H1 to H4
3	Year	Year of the dataset	On 4 positions	H1 to H4
4	Period	Reference period	On 2 positions (A0)	H1 to H4
5	AccID	Type of accident	[1, 2, 3, 4, 5, 6, 7, 9]	H1, H3 & H4
6	PersID	Category of person	[1, 2, 3, 4, 5, 6, 9]	H3 & H4
7	NbAccSign	Number of significant accidents	Numeric integer	H1
8	NbAccInj	Number of serious injury accidents (optional)	Numeric integer	H1
9	NbAccDGIn	Number of accident involving the transport of dangerous goods	Numeric integer	H2
10	NbAccDGRe	Number of accident releasing dangerous goods	Numeric integer	H2
11	NbPersK	Number of persons killed	Numeric integer	H3
12	NbPersI	Number of persons seriously injured	Numeric integer	H4

The combination of the values of the key fields (in bold in the tables below) for a record must constitute a unique key value within the file.

TABLE H1

Table H1 covers statistics on significant accidents and number of serious injury accidents, by type of accident

Field	Variable	Description	Coding
1	RCount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	= H1
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	AccID	Type of accident	= [1, 2, 3, 4, 5, 6, 7, 9]
6	PersID	Category of person	= Blank field
7	NbAccSign	Number of significant accidents	Numeric integer
8	NbAccInj*	Number of serious injury accidents (optional)	Numeric integer
9	NbAccDGIn	Number of accident involving the transport of dangerous goods	= Blank field
10	NbAccDGRe	Number of accident releasing dangerous goods	= Blank field
11	NbPersK	Number of persons killed	= Blank field
12	NbPersI	Number of persons seriously injured	= Blank field

* Optional variable NbAccInj is stored in the RAIL production database but it is not disseminated in Eurobase tables.

TABLE H2

Table H2 covers statistics on accidents involving the transport of dangerous goods

Field	Variable	Description	Coding
1	RCount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	= H2
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	AccID	Type of accident	= Blank field
6	PersID	Category of person	= Blank field
7	NbAccSign	Number of significant accidents	= Blank field
8	NbAccInj	Number of serious injury accidents (optional)	= Blank field
9	NbAccDGIn	Number of accident involving the transport of dangerous goods	Numeric integer
10	NbAccDGRe	Number of accident releasing dangerous goods	Numeric integer
11	NbPersK	Number of persons killed	= Blank field
12	NbPersI	Number of persons seriously injured	= Blank field

TABLE H3

Table H3 covers statistics on persons killed, by type of accident and by category of person, excluding suicides

Field	Variable	Description	Coding
1	RCount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	= H3
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	AccID	Type of accident	= [1, 2, 3, 4, 5, 6, 7, 9]
6	PersID	Category of person	= [1, 2, 3, 4, 9]
7	NbAccSign	Number of significant accidents	= Blank field
8	NbAccInj	Number of serious injury accidents (optional)	= Blank field
9	NbAccDGIn	Number of accident involving the transport of dangerous goods	= Blank field
10	NbAccDGRe	Number of accident releasing dangerous goods	= Blank field
11	NbPersK	Number of persons killed	= Numeric integer
12	NbPersI	Number of persons seriously injured	= Blank field

TABLE H4

Table H4 covers statistics on persons seriously injured, by type of accident and category of person, excluding attempted suicides.

Field	Variable	Description	Coding
1	RCount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
2	DsetID	Table identification	= H4
3	Year	Year of the dataset	= YYYY
4	Period	Reference period	= A0
5	AccID	Type of accident	= [1, 2, 3, 4, 5, 6, 7, 9]
6	PersID	Category of person	= [1, 2, 3, 4, 9]
7	NbAccSign	Number of significant accidents	= Blank field
8	NbAccInj	Number of serious injury accidents (optional)	= Blank field
9	NbAccDGIn	Number of accident involving the transport of dangerous goods	= Blank field
10	NbAccDGRe	Number of accident releasing dangerous goods	= Blank field
11	NbPersK	Number of persons killed	= Blank field
12	NbPersI	Number of persons seriously injured	= Numeric integer

2.7.4 Annex I

ANNEX I collects background information on undertakings behind the data of other annexes. Figures have to be supplied for each railway undertaking for which data are provided according to **ANNEXES A to H**. Data are aggregated in one table (I1).

The information is used to check which undertakings are covered by the tables in **ANNEX A to H** and to validate the coverage of Annexes A and C in relation to total rail transport activity.

Data have to be provided **on annual basis** in one dataset (i.e. in one file) respecting the structure and rules described below.

Structure of Annex I: Information on undertakings

Field	Variable	Description	Coding	Remarks
1	RCount	Reporting country	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom	
2	DsetID	Table identification	I1	
3	Year	Year of the dataset	YYYY	
4	UCode	Undertaking code	= ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom + number on 3 positions *	
5	UName	Name of undertaking	character	optional
6	CountID	Country in which undertaking is based	use ISO3166-alpha2 except "EL" for Greece, "UK" for United Kingdom	
7	IntFret	Freight transport activity: international	1: YES; 0: NO	
8	Natfret	Freight transport activity: national	1: YES; 0: NO	
9	Intpass	Passenger transport activity: international	1: YES; 0: NO	
10	Natpass	Passenger transport activity: national	1: YES; 0: NO	
11	DsetA	Data included in annex A	1: YES; 0: NO	
12	DsetB	Data included in annex B	1: YES; 0: NO	
13	DsetC	Data included in annex C	1: YES; 0: NO	
14	DsetD	Data included in annex D	1: YES; 0: NO	
15	DsetE	Data included in annex E	1: YES; 0: NO	
16	DsetF	Data included in annex F	1: YES; 0: NO	
17	DsetG	Data included in annex G	1: YES; 0: NO	
18	DsetH	Data included in annex H	1: YES; 0: NO	
19	Tonnes	Declared value in tonnes	Numeric integer or blank field	optional
20	Tkm	Declared value in 1000 tkm	Numeric integer or blank field	optional
21	Pass	Total passenger transport	Numeric integer or blank field	optional
22	Passkm	Total passenger transport in 1000 passenger-km	Numeric integer or blank field	optional

* This code should be unique and if possible stable during the reporting period.

The combination of the values of the key fields (in bold in the table above) for a record must constitute a unique key value within the file.

3 GENERAL CONCEPTS, DEFINITIONS, CLASSIFICATIONS AND NOMENCLATURES

Under this paragraph, all concepts and definitions used in the domain of rail transport statistics are put together. Beside the definitions and concepts included in the **Commission Regulation (EC) N° 1192/2003** amending **Regulation (EC) N° 91/2003** of the European Parliament and of the Council on rail transport statistics, the list takes from the Glossary of Transport Statistics (4th edition¹) – Chapter A, other related methodological definitions and concepts. It is important to point out that the definitions included in the regulation take precedence over those in the Glossary and/or this manual.

3.1 Scope

The data collection shall cover all railways in the Community. Each Member State shall report statistics which relate to rail transport on its national territory. Where a railway undertaking operates in more than one Member State, the national authorities concerned shall require the undertaking to provide data separately for each country in which it operates so as to enable national statistics to be compiled.

Member States may exclude from the scope of this Regulation:

- ✱ railway undertakings which operate entirely or mainly within industrial and similar installations, including harbours
- ✱ railway undertakings which mainly provide local tourist services, such as preserved historical steam railways

3.2 General definitions

NATIONAL AUTHORITIES

National statistical institutes and other bodies responsible in each Member State for producing European statistics

RAILWAY

Line of communication made up by rail exclusively for the use of railway vehicles

RAILWAY VEHICLE

Mobile equipment running exclusively on rails, moving either under its own power (tractive vehicles) or hauled by another vehicle (coaches, railcar trailers, vans and wagons)

RAILWAY UNDERTAKING

Any public or private undertaking which provides services for the transport of goods and/or passengers by rail

Undertakings whose only business is to provide services for the transport of passengers by metro, tram and/or light rail are excluded.

TRANSPORT OF GOODS BY RAIL

Movement of goods using railway vehicles between the place of loading and the place of unloading

TRANSPORT OF PASSENGERS BY RAIL

Movement of passengers using railway vehicles between the place of embarkation and the place of disembarkation

The transport of passengers by metro, tram and/or light rail is excluded.

¹ <http://ec.europa.eu/eurostat/en/web/products-manuals-and-guidelines/-/KS-RA-10-028>

METRO

(also known as “subway”, “metropolitan railway” or “underground”)

Electric railway for the transport of passengers with the capacity for a heavy volume of traffic and characterised 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

Metros are also characterised by closely spaced stations, normally meaning a distance of 700 to 1 200 m between the stations. “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.

TRAM (STREETCAR)

Passenger road vehicle designed to seat more than nine persons (including the driver), which is connected to electric conductors or powered by diesel engine and which is rail-borne

LIGHT RAIL

Railway for the transport of passengers that often uses electrically powered rail-borne cars operating singly or in short trains on fixed duo-rail lines

There is generally a distance of less than 1 200 m between stations/stops. In comparison to metros, light rail is more lightly constructed, is designed for lower traffic volumes and usually travels at lower speeds. 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.

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.

NUMBER OF PASSENGERS

Number of trips by rail passengers, where each trip is defined as the movement from the place of embarkation to the place of disembarkation, with or without transfers from one rail vehicle to another. If passengers use the services of more than one railway undertaking, when possible they shall not be counted more than once.

PASSENGER-KM

The unit of measure representing the transport of one passenger by rail over a distance of one kilometre. Only the distance on the national territory of the reporting country shall be taken into account

WEIGHT

Means the quantity of goods in tonnes (1 000 kilograms). The weight to be taken into consideration includes, in addition to the weight of the goods transported, the weight of packaging and the tare weight of containers, swap bodies, pallets as well as road vehicles transported by rail in the course of combined transport operations. If the goods are transported using the services of more than one railway undertaking, when possible the weight of goods shall not be counted more than once.

TONNE-KM

The unit of measure of goods transport which represents the transport of one tonne (1 000 kilograms) of goods by rail over a distance of one kilometre. Only the distance on the national territory of the reporting country shall be taken into account.

TRAIN-KM

The unit of measure representing the movement of a train over one kilometre. The distance used is the distance actually run, if available, otherwise the standard network distance between the origin and destination shall be used. Only the distance on the national territory of the reporting country shall be taken into account

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

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.

PLACE OF LOADING

Place in which the goods are loaded on a railway vehicle to be transported by it

PLACE OF UNLOADING

Place in which the goods are unloaded from a railway vehicle after being transported by it

Unlike in road and inland waterway transport, transshipments from one railway vehicle directly to another and change of tractive vehicle are not regarded as unloading/loading. However, if the goods are unloaded from a railway vehicle, loaded on another mode of transport and, again loaded on another railway vehicle, this is considered as unloading from the first railway vehicle followed by loading on the second railway vehicle.

PLACE OF EMBARKATION

Place in which a railway passenger boards the railway vehicle to be conveyed by it

PLACE OF DISEMBARKATION

Place in which a railway passenger leaves the railway vehicle after being conveyed by it

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.

TEU

(Twenty-foot Equivalent Unit)' means a standard unit based on an ISO container of 20 feet length (6,10 m), used as a statistical measure of traffic flows or capacities. One standard 40' ISO Series 1 container equals 2 TEUs. Swap bodies under 20 feet correspond to 0,75 TEU, between 20 feet and 40 feet to 1,5 TEU and over 40 feet to 2,25 TEU

TEU-KM

Unit of measurement representing the movement of one TEU over one kilometre.

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:

- a) Of a permanent character and accordingly strong enough to be suitable for repeated use;
- b) Specially designed to facilitate the carriage of goods, by one or more mode of transport, without intermediate reloading;
- c) Fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another;
- d) So designed as to be easy to fill and empty;
- e) Stackable; and
- f) Having an internal volume of 1 m³ or more.

Swap bodies are excluded. 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.

SIZES OF CONTAINERS

The main sizes of containers are:

- a) 20 foot ISO container (length of 20 feet and width of 8 feet);
- b) 40 foot ISO container (length of 40 feet and width of 8 feet);
- c) ISO container over 20 feet and under 40 feet of length;
- d) ISO container over 40 feet long;
- e) Super high cube container (oversize container);
- f) Air container (container conforming to standards laid down for air transportation).

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.

TRANSHIPMENT

The real transshipment in rail transport involves the unloading of the goods from its originating wagon and the reloading of the goods in another wagon to continue the transport of the goods to their destination.

This kind of action is avoided as much as possible because of the supplementary workload:

- a) cost intensive manipulation of goods
- b) the custom seals must be broken
- c) transport papers must be issued again
- d) insurance must be renewed
- e) risk of theft is enhanced, etc

The operations mentioned in [paragraph 3.4.2 "Freight statistics"](#) **cannot be** considered as transshipment.

3.3 Variables to be provided in Annexes A to L

3.3.1 Reporting country

Computer record field reference <RCount>

DEFINITION

A reporting country is a Member State of the European Union (EU) or European Economic Area (EEA) which transmits data to Eurostat. Candidate Countries (CC) and other countries participating in rail transport statistics data provisions to Eurostat are also regarded as reporting countries.

CLASSIFICATION AND CODES TO BE USED

Reporting countries are coded as in ISO-3166-alpha2, except "EL" for Greece and "UK" for the United Kingdom. The list of reporting country codes to be used is available in [Annex 7](#).

3.3.2 Table identification

Computer record field reference <**DsetID**>

DEFINITION

Table identification is the name of the data table.

CODES TO BE USED

The first digit must be the name of the Annex (A to L) and the second one, the Table number.

Codes	Annex	Number of tables
A1 to A9	A	9
C3 to C5	C	3
E1 to E2	E	2
F1 to F4	F	4
G1 to G3	G	3
L1 to L2	L	2

Tables discontinued deleted in **Regulation 2016/2032**.

Codes	Annex	Number of tables
B1 to B2	B	2
D1 to D2	D	2
H1 to H4	H	4
I1	I	1

3.3.3 Year

Computer record field reference <**Year**>

DEFINITION

The time occupied by one revolution of the earth around the sun (*Source of definition – Dictionary*).

For the purposes of the Regulation a year has to relate exactly to a calendar year (1.1-31.12).

CODES TO BE USED

The four numerical digits of the year should be used (e.g. 2016, 2017).

3.3.4 Period

Computer record field reference <**Period**>

DEFINITION

Period corresponds to the duration of the reference time interval.

For the purposes of the Regulation, it is the relevant calendar quarter of a year or the calendar year.

CODES TO BE USED

Code	Label	Dates
Q1	First quarter of a year	(01 January – 31 March)
Q2	Second quarter of a year	(01 April – 30 June)
Q3	Third quarter of a year	(01 July – 30 September)
Q4	Fourth quarter of a year	(01 October – 31 December)
A0	A year	(01 January – 31 December)

3.3.5 Flag of confidentiality

Computer record field reference <FlagC>

DEFINITION

The flag of confidentiality indicates if data provided is considered confidential by the Member State or not (confidentiality laws no 322/97, Art. 13 §1 and no 1588/90, Art. 2).

Council Regulation (EC) no 322/97, Art. 13 § 1:

Data used by the national authorities and the Community authority for the production of Community statistics shall be considered confidential when they allow statistical units to be identified, either directly or indirectly, thereby disclosing individual information. To determine whether a statistical unit is identifiable, account shall be taken of all the means that might reasonably be used by a third party to identify the said statistical unit.

Council Regulation (EC) no 1588/90, Art. 2:

For the purposes of this Regulation, the terms given below are defined as follows:

- ✱ *confidential statistical data: data declared confidential by the Member States in line with national legislation or practices governing statistical confidentiality;*
- ✱ *national authorities: national statistical institutes and other national bodies responsible for the collection and use of statistics for the Communities;*
- ✱ *information on the private lives of natural persons: information on the private and family lives of natural persons as defined by national legislation or practices in the various Member States;*
- ✱ *use for statistical purposes: use exclusively for the compilation of statistical tables or for statistical economic analyses; may not be used for administrative, legal or tax purposes or for verification against the units surveyed;*
- ✱ *statistical unit: basic unit covered by statistical data transmitted to the Statistical Office of European Community (Eurostat);*
- ✱ *direct identification: identification of a statistical unit from its name or address, or from an officially allocated and published identification number;*
- ✱ *indirect identification: possibility of deducing the identity of a statistical unit other than from the information mentioned in point 6;*
- ✱ *officials of the SOEC: officials of the Communities, within the meaning of Article 1 of the Staff Regulations of Officials of the European Communities, working at the SOEC;*
- ✱ *other staff of the SOEC: servants of the Communities, within the meaning of Articles 2 to 5 of the Conditions of Employment of Other Servants of the European Communities, working at the SOEC;*
- ✱ *dissemination: supply of data in any form whatever: publications, access to databases, microfiches, telephone communications, etc.*

The national authorities shall make a request to such undertakings for permission to disclose the required data and shall inform Eurostat of the result of this request when data are transmitted to Eurostat. Confidentiality of the data is based on Member State's judgment.

Council Regulation (EC) no 1588/90, Art. 3:

The national authorities shall be authorised to transmit confidential statistical data to the SOEC.

- ✳ *National rules on statistical confidentiality may not be invoked to prevent the transmission of confidential statistical data to the SOEC where an act of Community law governing a Community statistic provides for the transmission of such data.*
- ✳ *Transmission to the SOEC of confidential statistical data on the structure and activity of undertakings, collected before the entry into force of this Regulation, must be carried out in accordance with the rules and practices on statistical confidentiality in force in the Member States.*
- ✳ *Transmission to the SOEC of confidential statistical data, within the meaning of paragraph 2, shall be carried out in such a way that statistical units cannot be directly identified. This does not preclude the admissibility of more far-reaching transmission rules in accordance with the legislation of the Member States.*
- ✳ *National authorities shall not be obliged to transmit information on the private lives of natural persons to the SOEC if the information transmitted could enable those persons to be identified either directly or indirectly.*

CODES TO BE USED

Code	Label
1	Confidential
0	Not Confidential

3.3.6 Flag of authorisation for dissemination of confidential data

Computer record field reference <FlagD>

DEFINITION

The flag of authorisation for dissemination of confidential data indicate if data provided by Member States can be disseminated or not (especially in Eurostat Dissemination Database) (confidentiality laws no 322/97, Art. 13 §2 and no 1588/90, Art. 5 §4).

Council Regulation (EC) no 322/97, Art. 13 § 2:

By derogation from paragraph 1, data taken from sources which are available to the public and remain available to the public at the national authorities according to national legislation, shall not be considered confidential.

Council Regulation (EC) no 1588/90, Art. 5 § 4:

Confidential statistical data in the SOEC's possession may be disseminated only when combined with other data in a form which ensures that statistical units cannot be identified either directly or indirectly.

CODES TO BE USED

Code	Label
1	Dissemination not authorised
0	Dissemination authorised

3.3.7 Weight (Tables A1, A2, A3, A4, A5, A6, E1, F2, F2, L1)

Computer record field reference <Tonnes>.

DEFINITION

Weight means the quantity of goods in tonnes (1 000 kilograms). The weight to be taken into consideration includes, in addition to the weight of the goods transported, the weight of packaging and the tare weight of containers, swap bodies, pallets as well as road vehicles transported by rail in the course of combined transport operations. If the goods are transported using the services of more than one railway undertaking, when possible the weight of goods should not be counted more than once.

When sending the data, the Member States shall use values in plain tonnes. Eurostat will round the figures to 1 000 tonnes for online and offline publications where needed.

3.3.8 Tonne-km (Tables A1, A2, A3, A4, A5, A6, E1, L1)

Computer record field reference <Tkm>

DEFINITION

Tonne-km means the unit of measure of goods transport which represents the transport of one tonne (1 000 kilograms) of goods by rail over a distance of one kilometre.

Only the distance on the national territory of the reporting country shall be taken into account.

The distance to be taken into consideration is the distance actually run (at the territory of the reporting country). It excludes the distance covered by the goods railway vehicle while being transported by another means of transport (e.g. ferry).

When sending the data, the Member States shall use values in 1 000 tonne-kilometres. Eurostat will round the figures to million tonne-kilometres for online and offline publications.

3.3.9 Passengers (Tables C3, C4, E2, F3, F4, L2)

Computer record field reference <Pass>.

DEFINITION

Number of passengers means the number of trips by rail passengers, where each trip is defined as the movement from the place of embarkation to the place of disembarkation, with or without transfers from one rail vehicle to another. If passengers use the services of more than one railway undertaking, when possible they should not be counted more than once.

The calculation of passenger travel may not be exact. Passengers travelling from A to C with a changing of trains in B should be considered as one journey. Passengers who bought a ticket but did not travel should in principle not be counted.

In practice there may be no clear and easy solution. Eurostat will accept different methodologies but they have to be explained by the Member States in a document.

When sending the data, the Member States shall use plain number of passengers. Eurostat will round the figures to 1 000 passengers for online and offline publications where needed.

3.3.10 Passenger-km per rail (Tables C3, E2, L2)

Computer record field reference <Passkm>.

DEFINITION

Passenger-km means the unit of measure representing the transport of one passenger by rail over a distance of one kilometre.

Only the distance on the national territory of the reporting country shall be taken into account.

The distance to be taken into consideration should be the distance actually travelled by the passenger on the network. To avoid double counting each country should count only the passenger-km performed on its territory. If this is not available, then the distance charged or estimated should be used.

When sending the data, the Member States shall use values in 1000 passenger-kilometres. Eurostat will round the figures to million passenger-kilometres for online and offline publications.

3.3.11 Train movements (Tables A7, A8, C5, L1, L2)

Computer record field reference <TrainKM>.

DEFINITION

Train-km means the unit of measure representing the movement of a train over one kilometre. The distance used is the distance actually run, if available, otherwise the standard network distance between the origin and destination shall be used. Only the distance on the national territory of the reporting country shall be taken into account.

A train should be regarded here as a whole set of rail vehicles regardless the number of rail vehicles in a train.

3.3.12 Type of transport (Tables A1, A3, A6, A7, A8, C3, C4, F1, F2, F3, F4)

Computer record field references <TransID >.

CODES TO BE USED

Code	Label
0	Total
1	National
2	International – total
3	International – outgoing
4	International – incoming
5	Transit

National transport

Computer record field references <TransID > = 1.

DEFINITION

National transport means rail transport between two places (a place of loading/embarkation and a place of unloading/disembarkation) located in the reporting country. It may involve transit through a second country.

National transport may be referred to as 'domestic' transport.

International transport - total

Computer record field references <TransID > = 2.

DEFINITION

International transport means rail 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.

Member States should pay attention to traffic recorded at stations located at borders, especially whether any transshipment operation took place and whether to classify this transport as national or international transport. The real geographic location of a border station should be used as first criteria for determining the loading or unloading country, even if the station might be run by an operator of another country.

International transport = international incoming + international outgoing

International transport - Outgoing

Computer record field references <TransID > = 3.

DEFINITION

International transport-outgoing means rail transport between a place of loading/embarkation located in the reporting country and a place of unloading/disembarkation in another country.

International transport - Incoming

Computer record field references <TransID > = 4.

DEFINITION

International transport-incoming means rail transport between a place of unloading/disembarkation located in the reporting country and a place of loading/embarkation in another country.

Transit transport

Computer record field references <TransID > = 5.

DEFINITION

Transit means rail transport through the reporting country between two places (a place of loading/embarkation and a place of unloading/disembarkation) outside the reporting country. Transport operations involving loading/embarkation or unloading/disembarkation of goods/passengers at the border of the reporting country from/onto another mode of transport are not considered as transit. A transit country is therefore a country other than the country of loading or unloading. An example is a transport of goods loaded in Germany and unloaded in Spain that involves a transit through France. Consequently, France is the transit country which would declare the transit of goods loaded in Germany and unloaded in Spain.

3.3.13 Type of goods (Table A2)

Computer record field reference <Goods>.

DEFINITION

Any goods moved by railway.

CLASSIFICATION AND CODES TO BE USED

Prior to 2007, the types of goods reported as being transported by rail were those defined by NST/R (Standard Goods for Transport Statistics). From reference year 2008 onwards, NST2007 classification is valid as set out in **Commission Regulation 1304/2007** amending **Regulation 91/2003** with respect to the establishment of NST2007 as the unique classification for transported goods in certain transport modes. This legal text is attached in **Annex 5**.

The codes to be used are the 2-digits of the 20 divisions (with a leading zero for groups 01 to 09).

Division Code	Description
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
05	Textiles and textile products; leather and leather products
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
07	Coke and refined petroleum products
08	Chemicals, chemical products, and man-made fibres; rubber and plastic products; nuclear fuel
09	Other non-metallic mineral products
10	Basic metals; fabricated metal products, except machinery and equipment
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
12	Transport equipment
13	Furniture; other manufactured goods n.e.c.
14	Secondary raw materials; municipal wastes and other wastes
15	Mail, parcels
16	Equipment and material utilised in the transport of goods

17	Goods moved in the course of household and office removals; baggage transported separately from passengers; motor vehicles being moved for repair; other non-market goods n.e.c.
18	Grouped goods: a mixture of types of goods which are transported together
19	Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 01–16.
20	Other goods n.e.c.

The full goods nomenclature is available in [Annex 6](#).

3.3.14 Country of loading/embarkation/unloading/disembarkation (Tables A3, C4)

Computer record field reference <LDG>/<UNL>.

CLASSIFICATION AND CODES TO BE USED

The ISO-3166 alpha-2 codes of these countries should be used except "EL" for Greece, and "UK" for United Kingdom.

3.3.15 Region of loading/embarkation/unloading/disembarkation (Annex F)

Computer record field reference <LDG>/<UNL>.

CLASSIFICATION AND CODES TO BE USED

The NUTS 2 classification which is in force at the time when data collection takes place should be used.

Regions of loading/embarkation/unloading/disembarkation should be coded according to NUTS classification for countries covered by NUTS Regulation and to ISO-3166 alpha-2 for the rest (e.g. for regions outside EU). The used version of NUTS always corresponds to the version in use and no conversion to previous version is required. For instance, NUTS 2006 is used for 2008 to 2011 data, NUTS 2010 for 2012 to 2014 data and NUTS 2013 for 2015 data and onwards (or until a new NUTS version will come up).

The level of detail is NUTS2 (basic regions, 4-digits).

If NUTS2 region is unknown, ISO-3166 alpha-2 code followed by 'XX' should be used (e.g. BEXX).

If the place is not in the EEA, the ISO-3166 alpha-2 codes should be used.

If the place is completely unknown (i.e. unknown country), the code 'XXX' should be used.

3.3.16 Dangerous Goods (Table A4)

Computer record field reference <Dgoods>.

DEFINITION

The classification of goods as dangerous is defined in the regulations concerning the international carriage of dangerous goods by rail, usually known as the RID, as adopted under **Council Directive 96/49/EC** of 23 July 1996 on the approximation of the laws of the Member States with regard to the transport of dangerous goods by rail and subsequent amendments (OJ L 235, 17.9.1996, p. 25. of Directive as last amended by **Commission Directive 2001/6/EC** (OJ L 30, 1.2.2001, p. 42).

CLASSIFICATION AND CODES TO BE USED

The classification to be used is given in Annex K of **Regulation 91/2003**. This is reproduced below together with the codes to be used. The full stop '.' should be used as a separator where appropriate. The final full stop '.' should not be used.

Although there is a difference with the classification used in the Regulation, the classification that should be used for data provision is presented in the following table.

Code	Label
1	Explosives
2	Gases, compressed, liquefied or dissolved under pressure
3	Flammable liquids
4.1	Flammable solids
4.2	Substances liable to spontaneous combustion
4.3	Substances which, in contact with water, emit flammable gases
5.1	Oxidising substances
5.2	Organic peroxides
6.1	Toxic substances
6.2	Substances liable to cause infections
7	Radioactive material
8	Corrosives
9	Miscellaneous dangerous substances

3.3.17 Type of consignment (Table A5)

Computer record field reference <Consgmt>.

DEFINITION

The main types of consignment:

- ✿ **Full trainload:** any consignment comprising one or more wagonloads transported at the same time by the same sender at the same station and forwarded with no change in train composition to the address of the same consignee at the same destination station
- ✿ **Full wagonload:** any consignment of goods for which the exclusive use of a wagon is required, whether the total loading capacity is utilised or not
- ✿ **Smalls/small load, which means any consignment other than full trains loads or full wagon loads.**

CODES TO BE USED

The following codes should be used:

Code	Label
1	Full trainloads
2	Full wagonloads
3	Other
9	Unknown

3.3.18 Type of intermodal transport unit (Tables A6, A7, A8)

Computer record field reference <TTU>.

DEFINITION

- ✿ **Intermodal transport unit:** container, swap body or semi-trailer/goods road motor vehicle suitable for intermodal transport.
- ✿ **Container:** special box to carry freight, strengthened and stackable and allowing horizontal or vertical transfers.

A more formal technical definition of a container is: Article of transport equipment which is:

- ◆ Of a permanent character and accordingly strong enough to be suitable for repeated use
- ◆ Specially designed to facilitate the carriage of goods, by one or more mode of transport, without intermediate reloading

- ◆ Fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another
 - ◆ So designed as to be easy to fill and empty
 - ◆ Stackable and
 - ✿ Having an internal volume of 1 m³ or more.
 - ✿ **Swap body:** a freight-carrying unit optimised to road vehicle dimensions and fitted with handling devices for transfer between modes, usually road/rail.
- 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.
- ✿ **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 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).

CODES TO BE USED

The following codes should be used:

Code	Label
1	Containers and swap bodies
2	Semi-trailers (unaccompanied)
3	Road vehicles (accompanied)
9	Unknown

3.3.19 TEU (Tables A7 and A8)

Computer record field reference < **TeuITU**>.

DEFINITION

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. One 20 Foot ISO container equals 1 TEU.

For the purposes of the Regulation, containers of sizes other than 20 Foot ISO are converted to TEU in the following way:

- ✿ One 40 Foot ISO container equals two 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.

3.3.20 Network Segment (Annex G)

Computer record field reference < **Netseg**>.

DEFINITION

A set of network segments has been defined by the Member States and includes at least the rail TEN on their national territory. It is defined as follows:

- ✿ Geographical coordinates and other data needed to identify and map each network segment as well as the links between segments,
- ✿ Information on the characteristics (including the capacity) of the trains using each network segment. Each network segment is described using the following characteristics:
 - ◆ Origin and destination (starting and ending point of a segment)
 - ◆ AGC line number (a link to AGC agreement can be found in CIRCABC)

- ◆ Flag on whether the segment belong to TEN network (a link to country specific maps of TEN network can be found in the same CIRCABC Transport statistics)
- ◆ Length of the segment in kilometres
- ◆ Number of tracks
- ◆ Flag on whether the segment is electrified
- ◆ For electrified segments the type of current (AC/DC, frequency, voltage)
- ◆ If possible, the UIC line code(s) (that aims at matching the segment with GISCO system and helps in production of maps)

Geographical coordinates mean spherical coordinates measured in latitude and longitude. If the earth is considered to be a sphere, latitude and longitude are angles measured from the earth's centre to a point on the earth surface. Latitude and longitude are measured in degrees, minutes and seconds. The equator has latitude 0°, the North Pole 90°, and the South Pole -90°. The Prime Meridian, indicating a longitude of 0°, starts at the North Pole, passes through Greenwich, England and ends at the South Pole (Working Group document RAIL/2006/10, article 1-26).

Segments and related codification are defined by the countries in such a way to assure their unity in terms of technical characteristics and traffic intensity along an entire segment (see following table). Traffic should be recorded in both directions of each segment.

This information should be provided to Eurostat together with Annex G data.

CLASSIFICATION AND CODES TO BE USED

ISO-3166-alpha2 except "EL" for Greece and "UK" for United Kingdom + 'S' + indication of direction (1 or 2) + number on 4 positions. The code after the 'S' means:

- ✳ '1': the same directions as in technical characteristics and in geographical co-ordinates (from point A to point B)
- ✳ '2': the opposite direction (from point B to point A)

The code of each network segment should be unique. If a certain network segment for which data has already been reported does not exist anymore in a subsequent data reporting (for example, it is no longer operational or is split into 2 or more segments), its code should not be re-attributed to a newly created network segment.

EXAMPLE AND FORMAT OF TRANSMISSION

NetSeg	From	From Latitude-Longitude:	To	To Latitude-Longitude:
BES10001	BRUXELLES-MIDI	50.84 (50°50') - 4.34 (4°20')	BRUXELLES-NORD	50.86 (50°51') - 4.36 (4°21')
BES10002	HALLE	50.73 (50°44') - 4.24 (4°14')	WANNEHAIN	50.57 (50°34') - 3.27 (3°16')
BES10003	LEUVEN	50.88 (50°52') - 4.72 (4°42')	ANS	50.66 (50°39') - 5.51 (5°30')
BES10004	ZWIJNDRECHT-FORT	51.21 (51°12') - 4.31 (4°18')	WAASLANDHAVEN-ZUID	51.26 (51°15') - 4.28 (4°16')

3.3.21 Rail transport European Network (Annex G)

Computer record field reference <FlagTen>.

DEFINITION

TEN (Trans-European Network) railway line comprise of the high-speed rail lines and conventional rail lines as defined in the **Decision No 1692/96/EC** on the Community guidelines for the development of Trans-European transport network (Article 10) and its amendments;

CODES TO BE USED

Code	Label
1	YES (the segment is a part of the TEN railway line)
0	NO (the segment is not a part of the TEN railway line)

3.3.22 Number of trains (Annex G)

Computer record field reference <Train>.

DEFINITION

Train means one or more railway vehicles hauled by one or more locomotives or railcars, or one railcar 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 train.

3.4 Remarks on methodology

3.4.1 Confidentiality

For the purposes of the Regulation, Community statistics based on the data specified in Annexes A to L to the Regulation shall be disseminated by Eurostat. In this context, and in view of the characteristics of the European railway market, data may be disclosed only if:

- ✱ the data are already available to the public in the Member States, or
- ✱ the explicit approval for such disclosure has been given in advance by the undertakings concerned

The national authorities shall make a request to such undertakings for permission to disclose the required data and shall inform Eurostat of the result of this request when data are transmitted to Eurostat.

Nevertheless, the statistical law allows the Commission to change the Member State's judgment: it can be done by Eurostat by changing FlagD=1 to FlagD=0 when FlagC=1.

3.4.2 Settings for FlagC and FlagD

In order to avoid any misunderstandings, Eurostat recommends setting FlagC and FlagD (for each record) according to the combinations proposed in the following table.

FlagC	FlagD	
1	1	In case data are confidential
0	0	In case data are not confidential

Basically, this means that FlagC and FlagD should always contain the same information. The following combinations should be used exceptional or avoided in the data provided, as they may generate problems of interpretation for data dissemination.

FlagC	FlagD	
1	0	Only for the data which may be disseminated when aggregated with other data (e.g. A1 + B1); setting to be consulted with Eurostat
0	1	Should be avoided

3.4.3 Freight statistics

The purpose of railway statistics on goods transport is to cover transport from its origin to its destination. The first aim is to follow the complete route of the goods transported as described in the transport documents; the "Rail Waybill" is the main source of information for rail transport statistics. This implies that all data collected, even from other sources, must correspond – as far as possible - with the content of the "Rail Waybill".

To avoid misinterpretations which can induce mistakes in data production, some clarifications are listed hereafter: they are valid for national transport and for international transport as well as for transit through a third country.

The following operations during a railway transport chain have no influence on the origin and destination of the transport mentioned in the "Rail Waybill" and these are thus not to be considered in the data production.

- a) **Change of locomotive:** the change of locomotive is common use in railway transport. It may be necessary for organisation or because of changing current at the border.*
- b) **Change of enterprise:** the change of enterprise is the traditional way of work in international transport where the traction of a train changes at the border in the same time as the active enterprise.*
- c) **Reorganisation of train:** the reorganisation of a train in a marshalling yard is a normal operation in rail transport.*
- d) **Change of boogies in the course of change gauge:** the change of a boogie of a wagon because of a change of gauge on the transport is a technical obligation to continue the transport.*
- e) **Reloading of a container from one wagon to another:** in the course of changing gauge the reloading of containers (even with short storage of the container without breaking the custom seals) is a new and more economical way to replace the technical change of boogies.*
- f) **Use of a train ferryboat:** the boarding of a wagon on a ferryboat in a port, even when the port is the border of a country, does not interrupt the total rail transport chain.*

These rules applied in the data collection would avoid all the misinterpretations encountered in the examples mentioned in the previous section.

3.4.4 Transit transport

In the case of data tables broken down by type of transport (tables A1, A3, A6, A7, A8, B1, B2, F2), the transit transport has not to be included in the international transport. Transit of freight must be provided as a separate type of transport (see table below). The type of transport is broken down as follows:

Type of transport	Freight	Passengers
Total	0 = 1+2+5	0 = 1+2
National	1	1
International – total	2 = 3 + 4	2 = 3 + 4
International - outgoing	3	3
International - incoming	4	4
Transit	5	-

In tables C3, C4 and F4 related with passenger transport, transit should not be provided at all.

The following table presents an example of records from dataset A3 - 'Goods transported (for international and transit traffic) by country of loading and unloading'.

DSETID	RCOUNT	PERIOD	TRANSID	LDG	UNL	YEAR	TONNES	TKM
A3	XX	A0	5	FR	DE	2015	23	503
A3	XX	A0	5	CN	CN	2015	3268	487
A3	XX	A0	5	JP	JP	2015	50	8
A3	XX	A0	5	CN	JP	2015	24	0
A3	XX	A0	5	US	TT	2015	22	3
A3	XX	A0	5	US	AZ	2015	120	17
A3	YY	A0	5	CN	DE	2015	25	17

Fictitious data; AZ – Azerbaijan; BR – Brazil; CN – China; JP – Japan; US – USA; TT – Trinidad and Tobago

The table indicates that the reporting country (XX) reported transit:

- ✳ for transport taking place to/from a unique country located outside Europe (first three records)
- ✳ for transport taking place between two different countries located outside Europe on the same continent (Asia, America) – two records
- ✳ for transport taking place between two different countries located outside Europe, both located on different continents – one record
- ✳ for transport taking place between two different countries, of which one is located outside Europe – last record

According to the definition of transit transport, rail transport with such partner countries are not likely to take place, especially for the first six records shown in the above table. The main reasons of such reporting could be as follows:

- ✳ wrong interpretation of the definition of transit (e.g. inclusion of goods transhipped at sea ports from rail wagons to a ship)
- ✳ typing errors (e.g. AU – Australia instead of AT – Austria, BR – Brazil instead of BE – Belgium) (which may also concern declarations of international transport)

For the last record (transit – via country YY - of goods loaded in China and unloaded in Germany) three possible ways of transport are possible:

- ✳ the most probable case: the goods were loaded in China on a ship and transported to country YY, then unloaded from the ship and loaded on rail wagons and then transported to Germany - this transport should not be reported as railway transit, but as international transport (from country YY to Germany)
- ✳ possible case: the goods were loaded on the rail wagons in China and then reached Germany (passing through country YY) using the Trans-Siberian Railway - this transport may be declared as transit via country YY
- ✳ the least possible case: the goods were loaded on the rail wagons in China and the wagons were loaded on a ro-ro vessel, arrived at a sea port located in country YY and then continued their journey to Germany – this transport may be declared as transit but it is very unlikely because of technical obstacles (differences in the gauges) and cost involved (ro-ro vessels do not operate on the ocean routes)

Eurostat has created a list of the countries with which rail transit is unlikely to take place (see [Annex 8](#)) and introduced validation rules in the tables concerned.

3.5 Recommendations for compiling rail freight transport statistics

Countries are recommended to use data corresponding to the rail freight waybill as the main reference source to compile rail freight statistics. In case of non-availability, countries should use data sources likely to provide information comparable to the data available from the rail waybill.

Examples of reporting rail freight statistics are presented in the following paragraphs.

EXAMPLE 1: COMPANIES (DATA PROVIDERS) KNOW ONLY A PART OF THE WHOLE TRANSPORT PERFORMED

In some cases, companies may not carry goods all along their journey and this can be a problem for data collection, as these companies are not informed on the rest of the journey of the goods.

FROM	THROUGH	TO
POINT A	POINT B	POINT C
 Only the first part of the transport (from Point A to Point B) is performed by a given company. When data are provided to the CNA by the company concerned, a part of the transport is missing in the declaration and transit figures are not accurate.		

**Recommendation:**

As previously stated, the leading document for good transport on rail should be the “Rail Waybill”. The information from this document is known at Point A and Point C, which can provide data on the full transport from Point A to Point C.

The following data can be produced:

- ◆ *Point A: national or international outbound (goods, tonnes & tkm)*
- ◆ *Point C: national or international inbound (goods, tonnes & tkm)*

When transit occurred in a third country, the transport or infrastructure company of the country crossed has information in their system allowing providing data on the transit performed on its territory.

EXAMPLE 2: “TRAIN FERRIES AND TRANSIT AT THE BORDER”

If a railway wagon goes on a train ferry at the border of the reporting country and the same railway wagon continues the journey to the destination country of the train ferry, the application of the definition of international traffic (outgoing, incoming and transit) may be different depending on the countries considered.

**Recommendation:**

The railway ferry is considered as railway and the “Rail Waybill” covers the total journey:

- a) *If the wagon was loaded in the reporting country, it is an international transport from this country to its destination abroad (even if the wagon is loaded in a seaport of the country and no or only few tkm are performed on its territory). The ferry-tkm between the reporting country and a country of destination abroad are counted in maritime statistics.*

The following data must be produced:

- ◆ *Reporting country: international outbound (goods, tonnes & tkm)*
- ◆ *Country of destination abroad: international inbound (goods, tonnes & tkm)*

- b) *If the wagon was loaded outside the reporting country and only crosses it, the tonnes & tkm performed in this country must be counted as Transit.*

The following data must be produced:

- ◆ *Country of origin abroad: international outbound (goods, tonnes & tkm)*
- ◆ *Reporting country: transit (tonnes & tkm)*
- ◆ *Country of destination abroad: international inbound (goods, tonnes & tkm)*

EXAMPLE 3: TRANSPORT BETWEEN CHINA AND GERMANY VIA RUSSIA AND POLAND

For a train from China to Germany through Poland, reporting is made to the German authorities that this train is coming from Russia due to the difference of gauge between China and Russia. In the case of a direct train (no change of gauge), China would have been reported as the origin of the transport.

FROM	THROUGH		TO
CHINA	RUSSIA	POLAND	GERMANY
There is a change of gauge between China and Russia.			

**Recommendation:**

The real traffic flow is China-Germany and this is the traffic flow which should be reported, but as the sole information accessible in contact with the Russian authorities is the rail waybill between Russia and Germany, the existing information should be taken and the following data must be produced:

- ◆ *Russia: international outbound (goods, tonnes & tkm)*
- ◆ *Poland: transit (tonnes & tkm)*
- ◆ *Germany: international inbound (goods, tonnes & tkm)*

EXAMPLE 4: "REPORTING COMPANIES" IN SWITZERLAND

Many railway undertakings can be involved in international transport of goods by rail. Generally speaking, there is an undertaking having the contract with the sender of the goods and an undertaking executing the transport in its own country (usually these undertakings are actually the same). The contract holding undertaking should be licensed in the country where the transport takes place to execute the transport. However, this local undertaking does not necessarily need to execute the transport itself: transport can also be executed by another undertaking.

When setting up cargo statistics, Switzerland pointed out that it should be firstly decided which of the two undertakings should be responsible for delivering data, namely the contract holding or the executing undertaking. Unfortunately both solutions have disadvantages:

✿ The contract holding undertaking as data supplier

This enterprise has access to the information requested in the consignment note (it can thus easily report the types of goods - Annex A2). However, as the contract holding undertaking does not need to have a licence for rail transport in the reporting country, it can be very difficult to get in contact with the enterprise and to make sure to receive plausible data. Theoretically, any railway undertaking could hold a contract for rail cargo transport in any other country.

As the contract holding enterprise has no information on how the transport has been executed, the tkm figures are usually calculated with a commercial perspective. This means that the tkm figures are not based on the actual distance, but on distance tables that are meant to be used for calculating prices of transport. If there are different possible routes, the difference between "commercial tkm" and "actually executed tkm" can be significant.

✿ The executing undertaking as data supplier

The executing undertaking has always a licence in the country where it executes transport (the number of possible data suppliers is thus limited).

There are however several disadvantages. The executing undertaking does not necessarily know the types of goods carried (Annex A2), especially when goods are transported in intermodal transport units: in such case, they can only be attributed to the "unknown products" category. Moreover, as the executing undertaking is only responsible for the section it executes, the knowledge of what is happening before and after the transport it executes is sometimes limited:

the origin and final destination of the goods, as well as the type of consignment may not be known in each case.

How the problem is tackled by Switzerland?

Switzerland decided to ask railway undertakings licensed in the country about actually executed transport: this allows ensuring that all transport is covered. This also allows getting the actually covered distance (which is, from the Swiss point of view, the most interesting information as figures are also used for calculating external costs of transport). The idea is to accept that transport is sometimes reported in vague goods categories compared to not having a full coverage of tonnes & tkm figures in the statistics reported.

Another pragmatic approach may be the use of existing information about “commercial tkm” (as they are necessary for commercial purposes between different parties, they are reliable and often available on electronic media either at the rail-network company of the country concerned or in the railway company hauling the train on the transit route), which already represent a high degree of exactitude for statistical purposes.



Recommendation:

Countries are highly encouraged to use the most exact counting method possible (as applied in Switzerland). In case of difference with these guidelines for reporting freight statistics, they should be reported as methodological information when providing data.

EXAMPLE 5: REARRANGEMENT OF THE WAGONS

A train is coming to Denmark from Italy and a rearrangement of the wagons is made in Denmark (the goods remain on the wagon but the train is different).

FROM	THROUGH			TO
ITALY	SWITZERLAND	DENMARK	GERMANY	SWEDEN
		A rearrangement of the wagons is made in Denmark (the goods remain on the wagon but the train is different).		



Recommendation:

For all countries involved, the rail waybill says Italy – Sweden with transit in Switzerland, Germany and Denmark. It is of no importance if the wagons is reorganised in another train on a marshalling yard or drawn by another locomotive.

The following data must be produced:

- ◆ ***Italy: international outbound (goods, tonnes & tkm)***
- ◆ ***Switzerland: transit (tonnes & tkm)***
- ◆ ***Germany: transit (tonnes & tkm)***
- ◆ ***Denmark: transit (tonnes & tkm)***
- ◆ ***Sweden: international inbound (goods, tonnes & tkm)***

EXAMPLE 6: GOODS CARRIED FROM CHINA TO GERMANY VIA POLAND

For goods transported via Poland with transshipment at the border, there are problems to report goods transport: Poland could either be considered as a transit country or could report international transport from China and international transport to Germany.

FROM	THROUGH	TO
CHINA	POLAND	GERMANY
There is a change of gauge when goods are entering Poland.		A second transshipment may also take place when goods are entering Germany.

**Recommendation:**

All countries involved in this transport use the same rail waybill, so the information of this document should be taken into account. If other data sources are used, the compatibility of the system used with the data of the "rail waybill" should be ensured.

The "change of gauge" with changing the bogies of the wagon should not be considered as transshipment.

These goods are on transit through Poland, because there was no change of the mode of transport (see definition of transit) on Polish territory.

The following data must be produced:

- ◆ *Poland: transit (tonnes & tkm)*
- ◆ *Germany: International inbound (goods, tonnes & tkm)*

EXAMPLE 7: TRANSHIPMENT AT THE BORDER TAKING PLACE IN THE FOREIGN COUNTRY

When transshipment is performed at the border of Poland but on the territory of the Czechia, goods are considered as being transhipped in Poland (and the transport is reported as national transport by Poland while it is actually performed in the Czechia).

FROM	TO
POLAND	CZECHIA
Transshipment is performed in the Czechia but goods are reported as national transport in Poland.	

**Recommendation:**

The actual place of transshipment is statistically not important: only the information on the rail waybill should be taken into consideration.

This example should be considered as international transport between Poland and the Czechia.

The following datasets should be produced:

- ◆ *Poland: International outbound (goods, tonnes & tkm)*
- ◆ *Czechia: International inbound (goods, tonnes & tkm)*

EXAMPLE 8: "TRAIN FERRIES AND TRANSIT AT THE BORDER"

Clarifications were requested from the countries on the definition of international traffic (outgoing, incoming and transit) if goods are unloaded from the railway wagons of the reporting country and loaded on the railway wagons of the unloading country at the border between the reporting country/the unloading country.

**Recommendation:**

a) If there is only one rail waybill for the total journey, it should be counted international transport. The following data must be produced:

- ◆ **Reporting loading country: international outbound (goods, tonnes & tkm)**
- ◆ **Reporting unloading country: international inbound (goods, tonnes & tkm)**

b) If there are 2 rail waybills (one for unloading and one for loading in the transfer seaport) two transports must be counted independently. This counting method may not be satisfactory, but cannot be avoided in the system. The following data must be produced:

- ◆ **Reporting loading country: international inbound (goods, tonnes & tkm)**
- ◆ **Reporting loading country: national outbound (goods, tonnes & tkm)**

EXAMPLE 9: CHANGES OF LOCOMOTIVE

Identifying the country of loading (or unloading) by taking into consideration the last transshipment of the goods is a good approach as long as transshipment includes changes of locomotive even if wagons are not modified. Indeed, when the locomotive is changed, the rail operator may change as well. As countries collect data on transit for their own rail operators, the undertakings do not know where goods were transhipped but rather where they were in charge of them (it may be the last transshipment but it is not compulsory).

The following example highlights this situation:

Goods are loaded by an undertaking U1 in Slovenia. In the case of a transport to Spain, the goods will go through Italy and France. Goods are leaving Slovenia with undertaking U1 and are transhipped (including a change in the wagons) in Slovenia before entering Italy. At this stage goods are carried by another undertaking U2 operating in Italy: this operator carries goods until Ventimiglia, where a change of undertaking (from U2 to U3) takes place, including a change of locomotive (no transshipment of the goods, neither change in the wagons). Goods are then leaving Italy with undertaking U3 operating in France and undertaking U4 carries the goods from Irun onwards. Goods are finally unloaded in Madrid.

FROM	THROUGH	THROUGH	TO
SLOVENIA	ITALY	FRANCE	SPAIN
U1	U2	U3	U4
Goods transhipped before entering Italy	Goods carried until Ventimiglia, where a change of undertaking takes place (including a change of locomotive)	Goods carried until Irun (new change of undertaking with change of locomotive)	Goods carried from Irun to Madrid

Taking into consideration as definition for the starting and ending points of a transport of goods the transshipment country with change in the wagons (not considering changes of locomotive), the initial loading country and the final destination country, the reporting should be made as follows:

- 1) Slovenia should report tkm performed in Slovenia by U1 as national transport and those performed by U2 as international transport to Spain
- 2) Italy should report tkm performed in Italy by U2 and U3 as transit between Slovenia and France
- 3) France should report tkm performed in France by U3 as transit between Slovenia and Spain
- 4) Spain should report tkm performed in Spain by U3 and U4 as incoming goods from Slovenia

On the opposite, taking into consideration as definition for the starting and ending points of a transport of goods the transshipment country with change in the wagons or a change of locomotive, the initial loading country and the final destination country, the reporting should be made as follows:

- 1) Slovenia should report tkm performed in Slovenia by U1 as national transport and those performed by U2 as international transport to Italy;
- 2) Italy should report tkm performed in Italy by U2 as incoming from Slovenia and tkm performed in Italy by U3 as outgoing transport to Spain
- 3) France should report tkm performed in France by U3 as transit between Italy and Spain
- 4) Spain should report tkm performed in Spain by U3 as incoming from Italy and tkm performed in Spain by U4 as national transport

The main problem of the first scenario is that national companies providing the information to the reporting countries may not know the actual loading place, unloading place and transshipment place (including a change in the wagons) of the goods.

However, such companies are able to identify the places where they started the transport of the goods, including the places where there has been a change of locomotive.



Recommendation:

A change of locomotive never can be considered as a break in the transport.

A change of rail operator also cannot be considered as transshipment.

Both events are usual in railway transport and very frequent in international transport and have no impact on the data of the rail waybill (e.g. Rail Waybill says Slovenia Spain).

On this basis, Slovenia and Spain report for the type of goods and the origin and destination of the transport.

Following the territoriality principles mentioned in the Regulation, each country involved in this transport reports the tonnes & tkm performed on its own territory.

The following data must be produced:

- ◆ ***Slovenia: international outbound (goods, tonnes & tkm)***
- ◆ ***Italy: transit (tonnes & tkm)***
- ◆ ***France: transit (tonnes & tkm)***
- ◆ ***Spain: international inbound (goods, tonnes & tkm)***

EXAMPLE OF THE DATA TRANSMISSION FOR ANNEX F

A train is loaded with goods in Sofia (region of loading) and in the course of its way to the final unloading region (Varna), it makes 2 intermediate stops at 2 different railway stations located in different NUTS 2 regions (Yambol, Burgas), unloading goods in each of these regions.

In such case, one single train is going from Sofia to Varna while accomplishing 3 different transports. Consequently, there must be at least 3 rail waybills, as follows:

- ✿ Nr. 1 Sofia-Yambol
- ✿ Nr. 2 Sofia-Burgas
- ✿ Nr. 3 Sofia-Varna

Most railways compile statistics using data from the rail waybill (which are in most cases available on electronic media) to generate statistics on railway transport of goods. This counting method is identical for national and international transport.

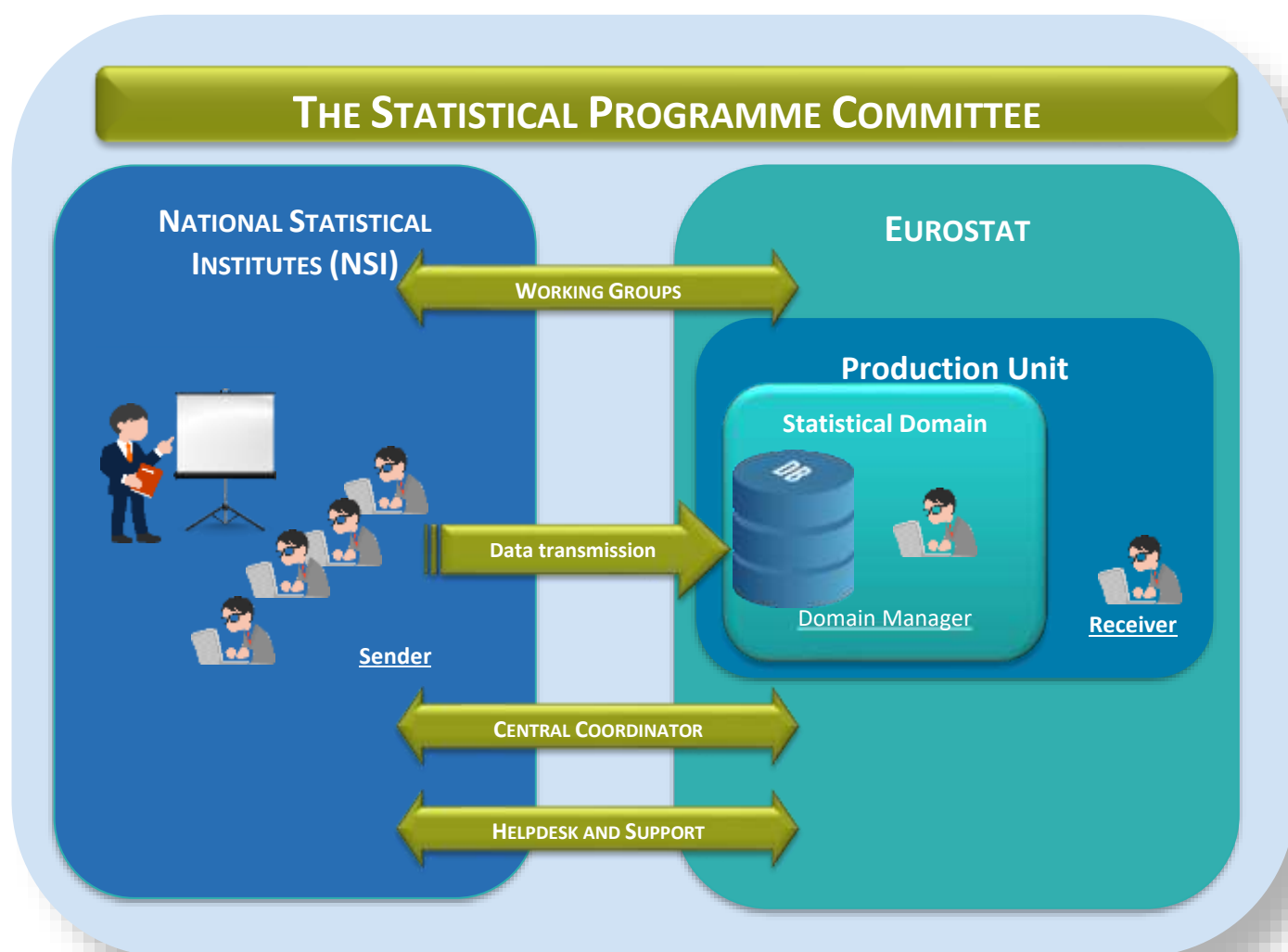
**Recommendation:**

Only the first place of loading and the last place of unloading of the goods registered in the waybill should be collected (even in case goods are transhipped from one train to another train in course of the transport).

PART II: DESCRIPTION OF THE DATA TREATMENT PROCESS

1 INTRODUCTION

At the heart of the European Statistical System (ESS) is the **Statistical Programme Committee (SPC)**, which is chaired by **Eurostat** and brings together the heads of Member States' **National Statistical Institutes (NSI)**. SPC discusses the most important joint actions and programmes to be carried out to meet EU information requirements. It agrees a five-year programme, which is implemented by the national authorities and monitored by the **Production Units** of Eurostat.



For each **Statistical Domain**, the National Statistical Institutes (or other Competent National Authorities) deliver **Datasets** to Eurostat. Tools and methods for **Data Transmission** are discussed within **Working Groups** under the control of the **Domain Manager**.

In each National Statistical Institute, a **Local Coordinator** facilitates and coordinates the exchanges of data with Eurostat. In Eurostat, a **Central Coordinator** and a service of **Helpdesk and Support** monitor the Data Transmission and provide assistance to all the actors involved.

Eurostat is using IT tools from the beginning of the implementation of the rail statistics Regulation. The main reasons for this approach are as follows:

- ✿ quality of the data is better if manual intervention is avoided as much as possible,
- ✿ delays from delivery to dissemination are minimised and
- ✿ Eurostat's resources can be used more effectively if no manual data entry is needed.

Eurostat strongly believes that the same arguments are valid in the Member States as well. Additionally, Eurostat can provide free of charge more and more user-friendly tools that facilitate the automation of the validations and the data flow.

The table below aims at clarifying the text of the Regulation on the one hand and the proposed data transmission structure on the other.

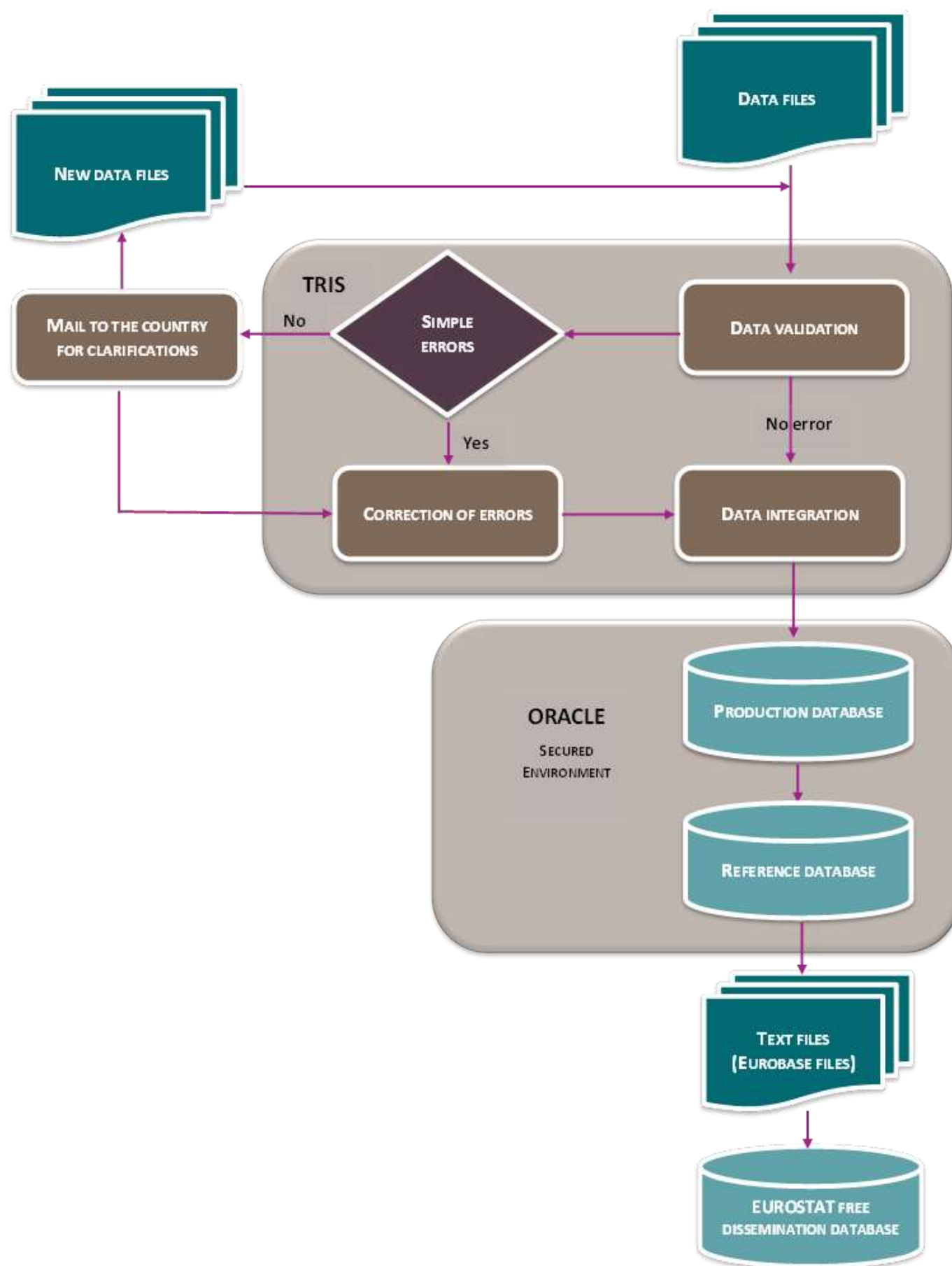
Rail statistics Regulation	Data structure for file deliveries
Annex, for example Annex A	Dataset, corresponding to one file
Table, for example A1	Several records in one dataset, identified by the field "DsetID" in each record
One "line" of a table, for example tonnes and tonne-km of national transport reported by a particular country according to Table A1	Record
Variable, for example tonnes of national transport reported by a particular country according to Table A1	Value of a field in a record

These Guidelines suggest one dataset for each of the Annexes A to I in a flat file format. The current proposal details file structures for all Annexes A to I. As each Annex may contain several Tables, only the Fields of each Record relevant to one table are filled-in at a time. Other fields are left empty which explains the number of consecutive semi-colons (";;") in the examples. There is a 1 to 1 relation (bijection) between the Annexes of the Regulation and the data files to be transmitted to Eurostat.

The IT systems related to the various modes of transport are integrated within TRIS (**TR**ansport **I**nformation **S**ystem). The overall purpose of TRIS is the integration of Eurostat transport statistics into one unique, standard and comprehensive production environment (storage, validation, reporting and analysis) and tool. As the rail transport IT system is processing confidential statistical data, the rail module of TRIS has been implemented in the EUROSTAT secured IT environment in October 2012.

TRIS with its framework, based on a state of the art Information System Architecture and using the latest technologies is the key for the integration and interfacing of all transport statistics systems with the central common EUROSTAT and COMMISSION (information) systems. The different versions of TRIS target to be ready for the needs generated by the re-engineering of the statistical production system in Europe as part of the new challenges defined inside the European Statistical System (ESS) aimed at meeting the requests for more integrated statistics having their origin in the evolving European policies.

The diagram presented on the next page describes the production process for rail transport statistics.



2 DATA TRANSMISSION

2.1 Deadline for data transmission

According to **Regulation 2018/643**, the deadline for the transmission of data depends on the dataset:

- ✿ **ANNEX A: 5 months** after the end of the reference period
- ✿ **ANNEX C: 8 months** after the end of the reference period
- ✿ **ANNEX E: 3 months** after the end of the reference period
- ✿ **ANNEX F: 12 months** after the end of the reference period
- ✿ **ANNEX G: 18 months** after the end of the reference period
- ✿ **ANNEX L:**
 - ◆ **5 months** after the end of the reference period for Table L1
 - ◆ **8 months** after the end of the reference period for Table L2

The following table gives an overview of the deadlines for transmission of data to Eurostat depending on the annexes/tables and their periodicity status.

Annexes/Tables	Periodicity of dataset	Deadline
Annex A	Annual year t	May year t+1
Annex C	Annual year t	August year t+1
Annex E	Quarter 1 year t	June year t
	Quarter 2 year t	September year t
	Quarter 3 year t	December year t
	Quarter 4 year t	March year t+1
Annex F	Annual year t	December year t+1
Annex G	Annual year t	May year t+1
Table L1	Annual year t	May year t+1
Table L2	Annual year t	August year t+1

2.2 Naming of data files

Managing data transmission is not only a technical issue. Before all, it is a matter of good organisation to make possible an effective cooperation between the parties involved: senders, receivers and applications. The basis of this organisation is the monitoring of "Who is sending "What to Whom" and the very first step is a clear identification of the datasets to send.

The eDAMIS Dataset Naming Convention (DSNC) should be strictly applied. For each data transmission, it is very important to clearly identify the datasets to be sent in accordance with the DSNC.

One separate file by Annex of the Regulation and period has to be sent.

The following file naming convention is required:

« RAIL_Annex_Frequency_Country_Year_Period_Version.format » where:

RAIL	For Rail transport data
Annex	A, B, C, D, E, F, G, H, I, L
Frequency	'A' for Annual 'Q' for Quarterly '5' for Quinquennial
Country	Reporting country : use ISO-3166-alpha2 except "EL" for Greece, "UK" for United Kingdom
Year	Year of the data on 4 positions (e.g. 2007)
Period	"0000" for Annual "0001" for the first quarter "0002" for the second quarter "0003" for the third quarter "0004" for the fourth quarter
Version	Alphanumeric values to use: V0001, V0002, V0003, ...V0009, V0010, V0011, ... etc.
format	File format: (e.g. "CSV" for Comma Separated Value, "TXT" for Text file)

Example:

The file 'RAIL_A_E_FR_2016_0002_V0002.csv' is the data file that contains data for France, 2nd version of data for Annex E of the Regulation, for the second quarter of 2016.

2.3 Structure of files

The data have to be prepared in flat files (*.CSV) with variable-length fields. The separator field will be the semi-colon';'.

In order to load the data files into the database at Eurostat, all fields must be present even if they are empty (i.e. two successive separators). In some cases, Eurostat proposes codes for missing data values or unusual situations in relation to specific fields to facilitate validation of the files.

Another more advanced format (e.g. SDMX-ML) based on an appropriate interchange standard could also be specified by Eurostat. Eurostat would then make available detailed documentation on how to implement this standard according to the requirements of this Regulation.

The following tables gives for each Annexes (A1, A2 and so on) the list of fields that have to be provided in each tables, in which order (column Pos. = position) and in which format (column "format and size": numeric vs. alphanumeric).

2.3.1 Annex A

Pos.	Fields	Format and size	Tables								
			A1	A2	A3	A4	A5*	A6	A7	A8	A9
1	RCount	an2	M	M	M	M	M	M	M	M	M
2	DsetID	an2	M	M	M	M	M	M	M	M	M
3	Year	an4	M	M	M	M	M	M	M	M	M
4	Period	an2	M	M	M	M	M	M	M	M	M
5	TransID	an1	M		M			M	M	M	
6	Goods	an2		M							
7	DGoods	an3				M					
8	LDG	an2			M						
9	UNL	an2			M						
10	Consgmt	an1					M				
11	TTU	an1						M	M	M	
12	Tonnes	n..10	M	M	M	M	M	M			
13	Tkm	n..10	M	M	M	M	M	M			
14	NbrITU	n..8							M	M	
15	TeuITU	n..8							M	M	
16	TrainKM	n..8									M
17	FlagC	an1	M	M	M	M	M	M	M	M	M
18	FlagD	an1	M	M	M	M	M	M	M	M	M

* Optional

'M': Mandatory fields

Examples of records

BE;A1;2003;A0;5;;;;; 1243039; 204660;;;0;0
 BE;A2;2004;A0;5;;;;; 58822; 12511;;;0;0
 BE;A3;2003;A0;5;;;NL;FR;;;100000;200500;;;0;0
 BE;A4;2003;A0;;;7;;;;;5809;900;;;0;0
 DE;A5;2004;A0;;;;;2;; 94089400; 34030475;;;0;0
 BE;A6;2007;A0;4;;;;;2; 164388; 20639;;;0;0
 BE;A7;2003;A0;5;;;;;9;;;304;;;0;0
 BE;A8;2003;A0;4;;;;;2;;;1560000;;;0;0
 BE;A9;2004;A0;,,,,,,,,,,,,17263;0;0

2.3.2 Annex C

Pos.	Fields	Format and size	Tables		
			C3	C4	C5
1	RCount	an2	M	M	M
2	DsetID	an2	M	M	M
3	Year	an4	M	M	M
4	Period	an2	M	M	M
5	TransID	an1	M*	M**	
6	LDG	an2		M	
7	UNL	an2		M	
8	<i>Pass</i>	<i>n..10</i>	<i>M</i>	<i>M</i>	
9	<i>Passkm</i>	<i>n..10</i>	<i>M</i>		
10	<i>TrainKM</i>	<i>n..8</i>			<i>M</i>
11	<i>FlagC</i>	<i>an1</i>	<i>M</i>	<i>M</i>	<i>M</i>
12	<i>FlagD</i>	<i>an1</i>	<i>M</i>	<i>M</i>	<i>M</i>

* Only codes 1 or 2

** Only codes 3 or 4

'M': Mandatory fields

Examples of records

IT;C3;2004;A0;2;;;4003319;2001660;;0;0

IT;C4;2004;A0;4;AT;IT;75932580;;;0;0

IT;C5;2004;A0;;;;;260056;0;0

2.3.3 Annex E

Pos.	Fields	Format and size	Tables	
			E1	E2
1	RCount	an2	M	M
2	DsetID	an2	M	M
3	Year	an4	M	M
4	Period	an2	M	M
5	<i>Tonnes</i>	<i>n..10</i>	<i>M</i>	
6	<i>Tkm</i>	<i>n..10</i>	<i>M</i>	
7	<i>Pass</i>	<i>n..10</i>		<i>M</i>
8	<i>Passkm</i>	<i>n..10</i>		<i>M</i>
9	<i>FlagC</i>	<i>an1</i>	<i>M</i>	<i>M</i>
10	<i>FlagD</i>	<i>an1</i>	<i>M</i>	<i>M</i>

'M': Mandatory fields

Examples of records

BE;E1;2004;Q1;26837315;5096064;;;0;0

BE;E2;2004;Q3;;;23781500;3451850;0;0

2.3.4 Annex F

Pos.	Fields	Format and size	Tables			
			F1	F2	F3	F4
1	RCount	an2	M	M	M	M
2	DsetID	an2	M	M	M	M
3	Year	an4	M	M	M	M
4	Period	an2	M	M	M	M
5	TransID	an1	M*	M**	M*	M**
6	LDG	an4 or an2	M	M	M	M
7	UNL	an4 or an2	M	M	M	M
8	Tonnes	n..10	M	M		
9	Pass	n..10			M	M
10	FlagC	an1	M	M	M	M
11	FlagD	an1	M	M	M	M

'M': Mandatory fields

* Only code 1

** Only codes 3 or 4

Examples of records

FR;F1;2005;A0;1;FR25;FR24;45981650;;1;1
 FR;F2;2005;A0;3;FR23;AT11;2347230;;1;1
 FR;F3;2005;A0;1;FR22;FR25;;1547250;0;0
 FR;F4;2005;A0;4;CZ01;FR22;;7238690;1;1
 FR;F2;2005;A0;3;FR25;RU;798926;;0;0
 FR;F4;2005;A0;3;FR23;XXXX;;478468;0;0

2.3.5 Annex G

Pos.	Fields	Format and size	Tables		
			G1	G2	G3
1	RCount	an2	M	M	M
2	DsetID	an2	M	M	M
3	Year	an4	M	M	M
4	Period	an2	M	M	M
5	NetSeg	an8	M	M	M
6	FlagTen	an1	M	M	M
7	Train	n..8	M	M	M

'M': Mandatory fields

Examples of records

DK;G1;2005;A0;DKS10012;1;285200
 DK;G2;2005;A0;DKS20012;1;125400
 DK;G3;2005;A0;DKS10013;1;153600

The first record refers to the traffic flow of goods trains from Ringsted to Odense, whereas the second one refers to the traffic flow of passenger trains on the opposite direction, but on the same rail network segment, i.e., from Odense to Ringsted.

2.3.6 Annex L

Pos.	Fields	Format and size	Tables	
			L1	L2
1	RCount	an2	M	M
2	DsetID	an2	M	M
3	Year	an4	M	M
4	Period	an2	M	M
5	<i>Tonnes</i>	<i>n..10</i>	<i>M</i>	
6	<i>Tkm</i>	<i>n..10</i>	<i>M</i>	
7	<i>Pass</i>	<i>n..10</i>		<i>M</i>
8	<i>Passkm</i>	<i>n..10</i>		<i>M</i>
9	<i>TrainKM</i>	<i>n..10</i>	<i>M</i>	<i>M</i>
10	<i>FlagC</i>	<i>an1</i>	<i>M</i>	<i>M</i>
11	<i>FlagD</i>	<i>an1</i>	<i>M</i>	<i>M</i>

‘M’: Mandatory fields

Examples of records

AT;L1;2004;A0;236945;278438;;;36952;0;0

AT;L2;2004;A0;;;25693;125636;5050;0;0

2.3.7 Annexes from old Regulation 91/2003

ANNEX B

Pos.	Fields	Format and size	Tables	
			B1	B2
1	RCount	an2	M	M
2	DsetID	an2	M	M
3	Year	an4	M	M
4	Period	an2	M	M
5	TransID	an1	M	
6	<i>Tonnes</i>	<i>n..10</i>	<i>M</i>	
7	<i>Tkm</i>	<i>n..10</i>	<i>M</i>	
8	<i>TrainKM</i>	<i>n..8</i>		<i>M</i>
9	<i>FlagC</i>	<i>an1</i>	<i>M</i>	<i>M</i>
10	<i>FlagD</i>	<i>an1</i>	<i>M</i>	<i>M</i>

‘M’: Mandatory fields

Examples of records

AT;B1;2004;A0;2;278438;2977;;0;0

AT;B2;2004;A0;;;500250;0;0

ANNEX D

Pos.	Fields	Format and size	Tables	
			D1	D2
1	RCount	an2	M	M
2	DsetID	an2	M	M
3	Year	an4	M	M
4	Period	an2	M	M
5	<i>Pass</i>	<i>n..10</i>	<i>M</i>	
6	<i>Passkm</i>	<i>n..10</i>	<i>M</i>	
7	<i>TrainKM</i>	<i>n..8</i>		<i>M</i>
8	<i>FlagC</i>	<i>an1</i>	<i>M</i>	<i>M</i>
9	<i>FlagD</i>	<i>an1</i>	<i>M</i>	<i>M</i>

'M': Mandatory fields

Examples of records

AT;D1;2004;A0;278438;2977;;0;0

AT;D2;2004;A0;;;500250;0;0

ANNEX H

Pos.	Fields	Format and size	Tables			
			H1	H2	H3	H4
1	RCount	an2	M	M	M	M
2	DsetID	an2	M	M	M	M
3	Year	an4	M	M	M	M
4	Period	an2	M	M	M	M
5	AccID	an1	M		M	M
6	PersID	an1			M	M
7	<i>NbAccSign</i>	<i>n..8</i>	<i>M</i>			
8	<i>NbAccInj</i>	<i>n..8</i>	<i>O</i>			
9	<i>NbAccDGIn</i>	<i>n..8</i>		<i>M</i>		
10	<i>NbAccDGRe</i>	<i>n..8</i>		<i>M</i>		
11	<i>NbPersK</i>	<i>n..8</i>			<i>M</i>	
12	<i>NbPersI</i>	<i>n..8</i>				<i>M</i>

'M': Mandatory fields

'O': Optional

Examples of records

PT;H1;2004;A0;1;;310580;250260;;;;

PT;H2;2004;A0;;;;;560890;450630;;

PT;H3;2004;A0;2;1;;;;;203000;

PT;H4;2004;A0;2;2;;;;;5000

ANNEX I

Field N°	Variable	Format and size	I1
1	RCount	an2	M
2	DsetID	an2	M
3	Year	an4	M
4	UCode	an5	M
5	UName	an100	O
6	CountID	an2	M
7	IntFret	an1	M
8	Natfret	an1	M
9	Intpass	an1	M
10	Natpass	an1	M
11	DsetA	an1	M
12	DsetB	an1	M
13	DsetC	an1	M
14	DsetD	an1	M
15	DsetE	an1	M
16	DsetF	an1	M
17	DsetG	an1	M
18	DsetH	an1	M
19	Tonnes	n..10	O
20	Tkm	n..10	O
21	Pass	n..10	O
22	Passkm	n..10	O

'M': Mandatory fields

'O': Optional

Examples of record

FR;I1;2003;FR001;EUROTUNNEL;FR;1;1;1;0;1;1;1;0;1;0;0;0;4520000;5630250;7892150;1563698

2.3.8 Declaration of totals and zero

Following the Rail WG meeting in April 2009 (point 7.2 of the Agenda), countries should provide all the positions of the dimensions (totals and zero records). For the countries providing only minimum positions of the dimensions – totals and zero records not provided –Missing totals and zero will be calculated by Eurostat. Then a complete set of data (containing zero records and totals) will be provided to the country concerned for final validation before dissemination.

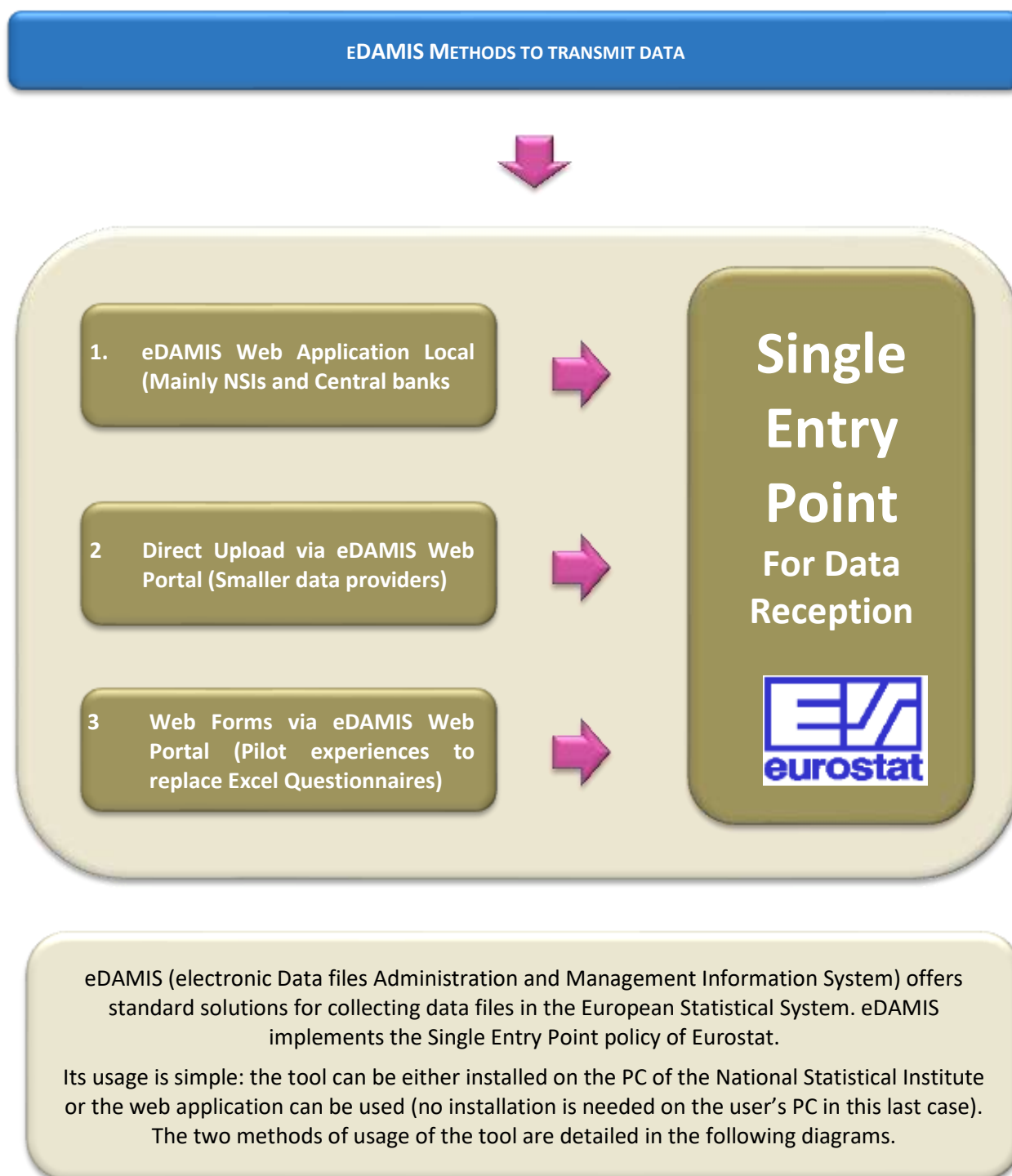
However, the international freight and passenger transports (Tables A3 and C4 as well as Annexes F and G) are an exception: it would not make sense to create a matrix of all countries/regions of the world. Thus, for example in Table A3, only those records where values are different from "0" should be completed.

The following tables are concerned with zero and totals provisions:

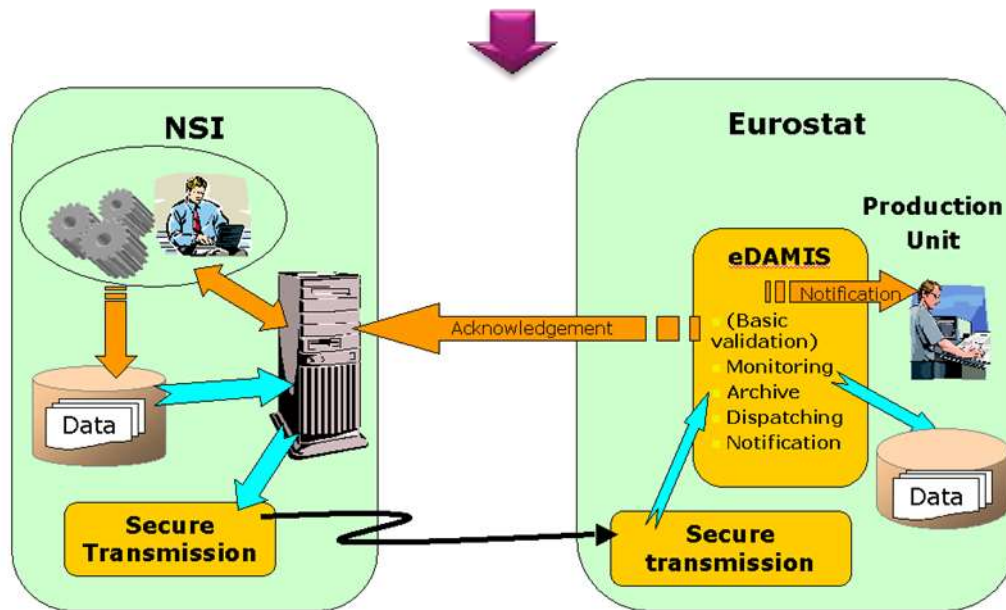
Categories	Tables
Type of transport	A1, A6, A7, A8, C3
Type of goods	A2
Category of dangerous goods	A4
Type of consignment	A5
Type of transport unit	A6, A7, A8

2.4 Transmission using eDAMIS

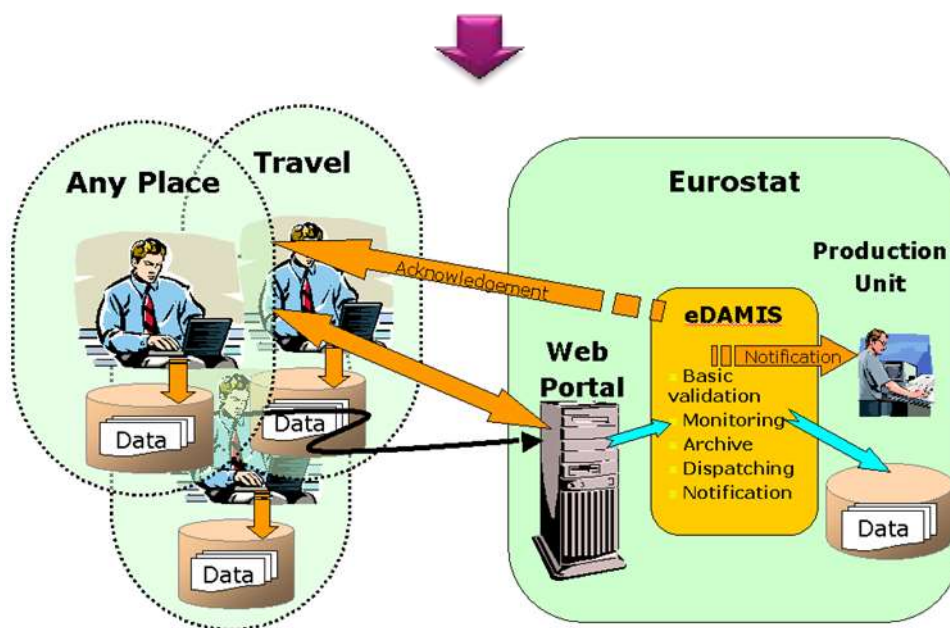
2.4.1 Presentation



Method 1: eDAMIS Web Application (eWA) (Local installation in NSI)



Method 2: eDAMIS Web Portal (eWP)



The eDAMIS application environment also has the following characteristics:

- ✱ It provides adapted solutions to several needs and users profiles (National Statistical Institutes as well as other organisations)
- ✱ It facilitates fully automated data transmissions
- ✱ It guarantees secure transmissions
- ✱ It offers value added services such as traffic monitoring, acknowledgements, reminders ...

2.4.2 Single User-ID for all services

The other main advantage of the eDAMIS tool is that the CIRCABC user-id/password can be used to access the application.

In order to get a CIRCABC user-id/password, a user only needs to go to CIRCABC Web Portal (<https://circabc.europa.eu/faces/jsp/extension/wai/navigation/container.jsp>) and click on the link “Create account”.

eDAMIS – the Validation Engine (eVE)

All the following information, necessary for data validation, is included in the eDAMIS application:

- ✱ Description of the structure of the datasets, including the type and size of each field
- ✱ Updated versions of reference code lists (or links towards code lists)
- ✱ Updated validation rules
- ✱ Information on problems leading to an error or a warning.

eDAMIS performs data validation for structured flat files (CSV: Comma Separated Values) and SDMX-ML files. The following list presents the various checks that can be performed by the tool:

- ✱ Basic intra-record controls and checking of duplicate keys between records
- ✱ The main intra-record controls are:
 - ◆ Valid field separator (accepted field separators: ";" (semicolon), "," (comma), ":" (colon), "+" (plus), tab) and count of the number of fields
 - ◆ Consistency between the identification envelope and the content of the file. If present in the data file, the following fields will be controlled against the identification envelope:
 - the dataset ID
 - the country code
 - the year
 - the period
- ✱ Presence of characters in mandatory fields
- ✱ Type and size (e.g. AN(2..5) for alphanumeric 2 to 5 characters)
- ✱ Availability of a code in a code list
- ✱ Some basic validation rules (simple mathematical expressions evaluation)

2.4.3 More information

The following points provide some links to information about eDAMIS

- ✱ eDAMIS Web Portal (eWP) is accessible at: <https://webgate.ec.europa.eu/edamis>
- ✱ “eDAMIS Help Centre” is accessible on eDAMIS Web Portal by clicking on the link “eDAMIS Help Centre”
- ✱ eDAMIS Web Application (for National Statistical Institute): the Local Coordinator in each country should be contacted (list on eDAMIS Help Centre, section “contacts”)
- ✱ Eurostat Support can be contacted at the following address: estat-support-edamis@ec.europa.eu

2.4.4 Convention for transmission of revised data

Revised datasets provided by the countries are imported by Eurostat in the production database according to the following process:

- ✿ Eurostat receives data revisions from the participating countries
- ✿ **All the figures already stored in the production database for the given dataset and the corresponding period are deleted**
- ✿ **The revised figures are imported in the production database.**

This process has for consequence that the countries should provide full updated datasets when revising data, based on the first dataset transmitted, and not only the records to be revised.

3 VALIDATION AND QUALITY CHECKS

3.1 Checks during data integration

Data received by Eurostat are validated before they can go to dissemination. The validation steps are detailed in the following section.

Several checks are applied during the integration process:

- ✿ Control of the file format
- ✿ Control of the codes when importing the data
- ✿ Control if codes and values are missing
- ✿ Duplicate records
- ✿ Internal consistency checks (or intra-dataset checks)
- ✿ External consistency checks (or inter-dataset checks)
- ✿ Consistency over time (Error margins, time series)

Check reports presenting the results of the checks are prepared and sent to the countries in case issues are detected.

3.2 Validation rules

The validation rules applied to each table of each Annex is described in the following paragraphs.

The rules trigger different types of error: Warnings (W) or Errors (E). In case of errors, the data processing is stopped and the countries are asked to re-transmit corrected data.

3.2.1 Annex A

TABLE A1

✿ Internal consistency checks

N°	Description	Error type
8	If Tonnes = 0 and Tkm <> 0 then Tkm is set to 0	W
9	If Tonnes <> 0 and Tonnes >= 100 and Tkm = 0 then Tkm is set to NULL	W
10	In table A1, for tonnes and tkm, the declared value of total international transport ('2') should be equal to the sum of values declared in tonnes and tkm for outward international transport ('3') and inward international transport ('4')	E/W
11	In Table A1, for tonnes and tkm, the declared value of total transport ('0') should be equal to the sum of the values declared in tonnes and tkm for national (1), outward international transport ('3'), inward international transport ('4') and transit ('5')	E
20	Rule 20 includes all validation tests done in rules 10 and 11.	E/W

✿ External consistency checks

N°	Description	Error type
12	The sums of the data declared in tonnes and tkm in tables A1 and A2 (and A5 if available) should be equal	E
14	The value declared in Table A1 in tonnes and tkm should be close to the sum of the 4 quarterly values declared in table E1 of the same year. If variation is between 5% and 20 % a warning is set. If variation is greater than 20%, records are set in error.	W/E
15	The value declared in Table A1 in tonnes and tkm for 'international transport – outward' should be equal to the sum of the data declared in tonnes and tkm for LDG=RCOUNT in table A3	E
16	The value declared in Table A1 in tonnes and tkm for 'international transport – inward' should be equal to the sum of the data declared in tonnes and tkm for UNL=RCOUNT in table A3	E
17	The value declared in Table A1 in tonnes and tkm for 'transit transport' should be equal to the sum of the data declared in tonnes and tkm for 'LDG' ≠ 'RCOUNT' and 'UNL' ≠ 'RCOUNT' in table A3	E

TABLE A2

✿ Internal consistency checks

N°	Description	Error type
8	If Tonnes = 0 and Tkm <> 0 then Tkm is set to 0	W
9	If Tonnes <> 0 and Tonnes >= 100 and Tkm = 0 then Tkm is set to NULL	W

✿ External consistency checks

N°	Description	Error type
10	The sums of the data declared in tonnes and tkm in tables A1 and A2 (and A5 if available) should be equal	E

TABLE A3

✿ Internal consistency checks

N°	Description	Error type
8	If Tonnes = 0 and Tkm <> 0 then Tkm is set to 0	W
9	If Tonnes <> 0 and Tonnes >= 100 and Tkm = 0 then Tkm is set to NULL	W
12	In table A3, no national transport for tonnes and tkm ('LDG' ≠ 'RCOUNT' and 'UNL' ≠ 'RCOUNT')	E
14	In Table A3, if 'TransID'='3' then 'UNL' ≠ ('LDG'='RCOUNT')	E
15	In Table A3, if 'TransID'='4' then 'LDG' ≠ ('UNL'='RCOUNT')	E
26	In Table A3, if 'TransID'='5' then 'RCOUNT' ≠ 'LDG' and 'RCOUNT' ≠ 'UNL'	E

✿ External consistency checks

N°	Description	Error type
16	In table A3, the sum of data declared in tonnes and tkm for LDG=RCOUNT should be equal to the value declared in table A1 in tonnes and tkm for 'international transport – outgoing'	E
17	In table A3, the sum of data declared in tonnes and tkm for UNL=RCOUNT should be equal to the value declared in table A1 in tonnes and tkm for 'international transport – incoming'	E
18	In table A3, the sum of data declared in tonnes and tkm for LDG≠RCOUNT and UNL≠ 'RCOUNT' should be equal to the value declared in table A1 in tonnes and tkm for 'transit transport'	E

TABLE A4

✿ Internal consistency checks

N°	Description	Error type
8	If Tonnes = 0 and Tkm <> 0 then Tkm is set to 0	W
9	If Tonnes <> 0 and Tonnes >= 100 and Tkm = 0 then Tkm is set to NULL	W

✿ External consistency checks

None

TABLE A5

✿ Internal consistency checks

N°	Description	Error type
8	If Tonnes = 0 and Tkm <> 0 then Tkm is set to 0	W
9	If Tonnes <> 0 and Tonnes >= 100 and Tkm = 0 then Tkm is set to NULL	W

✿ External consistency checks

N°	Description	Error type
10	The sums of the data declared in tonnes and tkm in Tables A5, A1 and A2 should be equal.	E

TABLE A6

✿ Internal consistency checks

N°	Description	Error type
8	If Tonnes = 0 and Tkm <> 0 then Tkm is set to 0	W
9	If Tonnes <> 0 and Tonnes >= 100 and Tkm = 0 then Tkm is set to NULL	W
12	In table A6, for tonnes and tkm, the declared value of total international transport ('2') should be equal to the sum of values declared in tonnes and tkm for outward international transport ('3') and inward international transport ('4')	E/W
13	In Table A6, for tonnes and tkm, the declared value of total transport ('0') should be equal to the sum of the values declared in tonnes and tkm for national (1), outward international transport ('3'), inward international transport ('4') and transit ('5')	E
20	Rule 20 includes all validation tests done in rules 12 and 13.	E/W

✿ External consistency checks

N°	Description	Error type
11	The sums of the data declared in tonnes and tkm in A6 should be less than data in tables A1, A2 (and A5 if available)	E

TABLE A7

✿ Internal consistency checks

N°	Description	Error type
11	In Table A7, for NbrITU and TeuITU, the declared value of total international transport ('2') should be equal to the sum of the values declared in NbrITU and TeuITU for outward international transport ('3') and inward international transport ('4')	E/W
12	In Table A7, for NbrITU and TeuITU, the declared value of total transport ('0') should be equal to the sum of the values declared in NbrITU and TeuITU for national (1), , outward international transport ('3'), inward international transport ('4'), and transit ('5')	E
20	Rule 20 includes all validation tests done in rules 11 and 12.	E/W

✿ External consistency checks

None

TABLE A8

✿ Internal consistency checks

N°	Description	Error type
11	In Table A8, for NbrITU and TeuITU, the declared value of total international transport ('2') should be equal to the sum of the values declared in NbrITU and TeuITU for outward international transport ('3') and inward international transport ('4')	E/W
12	In Table A8, for NbrITU and TeuITU, the declared value of total transport ('0') should be equal to the sum of the values declared in NbrITU and TeuITU for national (1), outward international transport ('3'), inward international transport ('4') and transit ('5')	E
20	Rule 20 includes all validation tests done in rules 11 and 12.	E/W

TABLE A9

✿ Internal consistency checks

None

✿ External consistency checks

None

3.2.2 Annex C

TABLE C3

✿ Internal consistency checks

N°	Description	Error type
8	If Pass = 0 and Passkm <> 0 then Passkm is set to 0	W
9	If Pass <> 0 and Pass >= 100 and Passkm = 0 then Passkm is set to NULL	W

✿ External consistency checks

N°	Description	Error type
10	In Table C3, the value declared in pass for total international transport ('2') should be equal to the sum of the data declared in pass in Table C4 ('3'+ '4')	E
12	The sum of the annual values (total) declared in Table C3 in pass and passkm, should be close to the sum of the 4 quarterly values declared in Table E2 for the same year. If the variation is between 5% and 20%, a warning is set. If it is greater than 20%, records are set in error.	W/E

TABLE C4

✱ Internal consistency checks

N°	Description	Error type
12	In table C4, no national transport for tonnes and tkm ('LDG' ≠ 'RCOUNT' and 'UNL' ≠ 'RCOUNT')	E
13	In Table C4, if 'TransID'='3' then 'UNL' ≠ ('LDG'='RCOUNT')	E
14	In Table C4, if 'TransID'='4' then 'LDG' ≠ ('UNL'='RCOUNT')	E

✱ External consistency checks

N°	Description	Error type
11	In Table C4, the sum of the data declared in pass ('3' + '4') should be equal to the value declared in Table C3 in pass for total international transport ('2')	E

TABLE C5

✱ Internal consistency checks

None

✱ External consistency checks

None

3.2.3 Annex E

TABLE E1

✱ Internal consistency checks

None

✱ External consistency checks

None

✱ Consistency over time

N°	Description	Error type
11	Validation rule which would compare, in Tons and Tkm, cumulative quarterly data with the previous cumulative period. Differences over 20% give a warning message; for the comparison of four quarters, differences over 50% give an error message.	W/E

TABLE E2

✱ Internal consistency checks

None

✱ External consistency checks

None

✱ Consistency over time

N°	Description	Error type
11	Validation rule which would compare pass and passkm cumulative quarterly data with the previous cumulative period. Differences over 20% give a warning message; for the comparison of four quarters, differences over 50% give an error message.	W/E

3.2.4 Annex F

TABLE F1

✿ Internal consistency checks

N°	Description	Error type
12	'TransID'=1 and left('LDG',2)≠left('UNL',2)='RCOUNT' i.e. both loading and unloading region need to be located in the reporting country	E

✿ External consistency checks

N°	Description	Error type
13	The sum of values declared in Table F1 in tonnes should be equal to the value declared in Table A1 (national)	W

TABLE F2

✿ Internal consistency checks

N°	Description	Error type
11	if 'TransID'='3' then left('UNL',2)≠left('LDG',2)='RCOUNT'	E
12	if 'TransID'='4' then left('LDG',2)≠left('UNL',2)='RCOUNT'	E

✿ External consistency checks

N°	Description	Error type
13	The sum of values declared in Table F2 in tonnes should be equal to the value declared in Table A3 (international incoming & outgoing)	W

TABLE F3

✿ Internal consistency checks

N°	Description	Error type
12	'TransID'=1 and left('LDG',2)≠left('UNL',2)='RCOUNT'	E

✿ External consistency checks

N°	Description	Error type
13	The sum of values declared in Table F3 in number of passengers should be equal to the value declared in Table C3 (national)	W

TABLE F4

✿ Internal consistency checks

N°	Description	Error type
11	if 'TransID'='3' then left('UNL',2)≠left('LDG',2)='RCOUNT'	E
12	if 'TransID'='4' then left('LDG',2)≠left('UNL',2)='RCOUNT'	E

✿ External consistency checks

N°	Description	Error type
13	The sum of values declared in Table F4 in number of passengers should be equal to the value declared in Table C4 (international incoming & outgoing)	W

3.2.5 Annex G

TABLE G1

✿ Internal consistency checks

N°	Description	Error type
8	For each segment, both directions need to be reported	W
12	The TEN/NOT TEN attribute should be consistent for all segment codes in dataset G1.	E

✿ External consistency checks

N°	Description	Error type
11	The TEN/NOT TEN attributes should be equivalent for all segments of Table G2 and Table G3 (if available).	E

TABLE G2

✿ Internal consistency checks

N°	Description	Error type
8	For each segment, both directions need to be reported	W
12	The TEN/NOT TEN attribute should be consistent for all segment codes in dataset G2.	E

✿ External consistency checks

N°	Description	Error type
11	The TEN/NOT TEN attributes should be equivalent for all segments of Table G1 and Table G3 (if available).	E

TABLE G3

✿ Internal consistency checks

N°	Description	Error type
8	For each segment, both directions need to be reported	W
11	The TEN/NOT TEN attribute should be consistent for all segment codes in dataset G3.	E

✿ External consistency checks

N°	Description	Error type
10	The TEN/NOT TEN attributes should be equivalent for all segments of Table G1 and Table G2.	E

3.2.6 Annex L

TABLE L1

✿ Internal consistency checks

N°	Description	Error type
8	If Tonnes = 0 and Tkm <> 0 then Tkm is set to 0	W
9	If Tonnes <> 0 and Tonnes >= 100 and Tkm = 0 then Tkm is set to NULL	W

✿ External consistency checks

None

TABLE L2

✿ Internal consistency checks

N°	Description	Error type
7	If Pass = 0 and Passkm <> 0 then Passkm is set to 0	W
8	If Pass <> 0 and Pass >= 100 and Passkm = 0 then Passkm is set to NULL	W

✿ External consistency checks

None

3.2.7 Error margins

The aim of the error margins is to detect large/extraordinary positive or negative absolute growth rates between two consecutive periods (years, quarters) in order to verify with the concerned country the credibility of the values out of margin. Error margins are a very useful tool both for the countries (alerted only in justified cases) and Eurostat (to be able to explain the reasons of such cases to external users - e.g. in the Country Specific Notes).

Thresholds have been defined for each table, taking into consideration the importance of the values as well as the unit into which figures are expressed.

The number of cases for which the countries' intervention is needed is now reduced to a minimum, as the countries are only notified in case of errors. Errors (and alerts for Annex H only) are provided to the countries for clarifications (either for corrections or for comments) in the error margin check reports.

A first series of thresholds had been defined on the basis of the reference years 2004, 2005 and 2006, and subsequently 2008, 2009 and 2010. In 2013, these thresholds have been assessed in order to detect if they were still appropriate for the most recent data or if modifications were needed, especially in view of the latest developments in the field of rail transport and the consequences of the economic crisis. An analysis has been carried out on the basis of the 2010-2011 and 2011-2012 growths.

As the changes proposed by Eurostat have been approved by the Working Group in November 2013, the following thresholds are applied:

Datasets	Units	Thresholds			
		[0; 30[	[30; 300[	[300; 2200[	[2200; MAX]
A1-L1-A2-A3-A4-E1	TONNES	500%		75%	30%
A5	TONNES	100%			
A6	TONNES	600%		140%	45%
Datasets	Units	[0; 15[	[15; 90[	[90; 650[	[650; MAX]
A1-A2-A3-A4-E1	TKM	500%		90%	40%
A5	TKM	75%			
A6	TKM	300%		85%	65%
Datasets	Units	[0; 5500[	[5500; 25000[	[25000; 90000[	[90000; MAX]
A7	TEU	500%		40%	30%
A8	TEU	350%		30%	20%
Datasets	Units	[0; 1500[	[1500; 10000[	[10000; 50000[	[50000; MAX]
A7	NUMBER	650%	300%	40%	35%
A8	NUMBER	700%	300%	40%	
Datasets	Units	[0; 8000[	[8000; 25000[	[25000; 80000[	[80000; MAX]
A9-C5-L2	TRAIN-KM	300%		15%	10%
Datasets	Units	[0; 3[	[3; 30[	[30; 2000[	[2000; MAX]
C3-C4-E2-L2	PASSENGERS	300%		75%	40%
Datasets	Units	[0; 500[	[500; 2000[	[2000; 6000[	[6000; MAX]
C3-C4-E2-L2	PKM	300%		10%	

3.3 Mirror checks

An analysis of the data quality using the technique of mirror statistics allows comparing statistics provided by two reporting countries for a common flow. Mirror checks are performed at country level once a year using data from Tables A3 and C4. Mirror checks are performed at region (NUTS2) level every five years using data from Tables F2 and F4.

3.3.1 Country level

The differences in volume of goods/number of passengers declared by two data providers for the same flow have been identified and quantified, based on statistics declared in 1000 tonnes/1000 passengers and published in Eurobase tables:

- ✿ rail_go_intcmng and rail_go_intgong for goods transport (Table A3)
- ✿ rail_pa_intcmng and rail_pa_intgong for passenger transport (Table C4)

For each intra-EU goods/passengers flow, outgoing and incoming transport of goods/passengers declared by the two reporting countries concerned are compared for a reference year.

DESCRIPTION OF THE 'MIRROR STATISTICS' CONCEPT

Member States report the annual volume of goods/number of passengers 'received from' / 'disembarked from' and 'dispatched to' / 'embarked to' by partner country. For a given flow, two values are thus available (reported by each of the countries) and should theoretically be equal.

To explain the concept of mirror statistics, an example of goods exchanged between Belgium and Germany is described below (the same approach is applied for passengers). The volume of goods transported between these two countries is reported twice:

- ✿ The volume of goods exported from Germany to Belgium during year t is declared by:
 - ◆ Germany as outgoing transport to Belgium and noted $X_{t\text{Germany}}(\text{Belgium})$
 - ◆ Belgium as incoming transport from Germany and noted $M_{t\text{Belgium}}(\text{Germany})$
- ✿ The volume of goods exported from Belgium to Germany during year t is declared by:
 - ◆ Germany as incoming transport from Belgium and noted $M_{t\text{Germany}}(\text{Belgium})$
 - ◆ Belgium as outgoing transport to Germany and noted $X_{t\text{Belgium}}(\text{Germany})$

Theoretically, these declarations should verify the following relations:

$$X_{t\text{Germany}}(\text{Belgium}) = M_{t\text{Belgium}}(\text{Germany})$$

$$M_{t\text{Germany}}(\text{Belgium}) = X_{t\text{Belgium}}(\text{Germany})$$

In practice, these equivalences are not observed. Differences exist and can be explained by:

- ✿ Rounding error, in this case low differences are observed between the two declarations
- ✿ Punctual error, in this case, a large difference is observed for the period defined and is due to entry error, outlier or incomplete declaration
- ✿ Methodological differences in the data collection according to the Regulation (including differences in undertakings coverage). In this case, a systematic difference is observed.

To identify the existing discrepancies, the relative difference between the two declarations of each country-to-country flow was calculated. As an example, the difference between declarations of Germany and Belgium were obtained as follows:

$$d\%_{Germany \rightarrow Belgium} = \frac{X_{Germany}^t(Be\lg ium) - M_{Be\lg ium}^t(Germany)}{X_{Germany}^t(Be\lg ium)} \times 100$$

And

$$d\%_{Belgium \rightarrow Germany} = \frac{X_{Be\lg ium}^t(Germany) - M_{Germany}^t(Be\lg ium)}{X_{Be\lg ium}^t(Germany)} \times 100$$

It is important to specify that the differences observed in the figures reported by two partner countries should not be considered as an accusation but as an indication of a need to harmonise data collection practices.

Some differences are linked to the fact that the undertakings coverage is different in the two partner countries, with one country providing data in simplified reporting for some undertakings (mirror checks can only be based on the detailed reporting part of the statistics provided).

3.3.2 Regional level

The differences in volume of goods/number of passengers declared by two data providers for the same flow have been identified and quantified, based on statistics declared in 1000 tonnes/1000 passengers and published in Eurobase:

- ✿ Table tran_r_rago for goods transport
- ✿ Table tran_r_rapa for passenger transport

For each international intra-EU goods/passengers regional flow, total transport of goods/passengers declared by the two reporting countries concerned are compared for a reference year.

DESCRIPTION OF THE 'MIRROR STATISTICS' CONCEPT

The same description as provided in the previous paragraph 3.3.1 is valid. Countries should be replaced by regions.

SPECIFIC METHODOLOGY FOR THE COMPILATION OF THE MIRROR CHECKS ON REGIONAL DATA

A first report shows the routes (aggregated at country e.g. NUTSO level) for which a mirror declaration is missing: for these routes, data have been reported by only one of the two partner countries for the same route.

A second report presents a summary of the regional data at country route level: the regional data are aggregated at country-to-country level and mirror statistics are produced (shown only for country-to-country routes where region-to-region declarations are available from both countries concerned). The aim of this check is to ensure that, at country-to-country route level, figures are coherent. In case discrepancies are detected, the following reports will allow drilling down through the data in order to further analyse the deviations observed.

A third report provides, for each region-to-region flow, the share of 'unknown region codes' on the total transport recorded for the route considered. Based on issues detected in the first report previously described, users could determine if the deviations observed for a given region-to-region route is due to

the fact that one of the two partner reporting countries has provided a large share of 'unknown region codes'. If so, the mirror declarations for the other region-to-region routes between the reporting countries considered would prove not to be relevant, as the part of the transport attributed to 'unknown region codes' will be missing in the other region-to-region routes.

A fourth report is produced at NUTS1 level: it consists of the compilation of mirror declarations and missing routes at NUTS1 level. This allows a deeper analysis of the data, while keeping a certain level of aggregation of the data (global overview of regional data).

A fifth report contains the detailed mirror analysis and missing routes at NUTS2 level: it has the same structure than the previous report, containing more detailed data. This report should especially be used to further analyse issues detected at aggregated level in the other reports.

PART III: DISSEMINATION OF DATA BY EUROSTAT

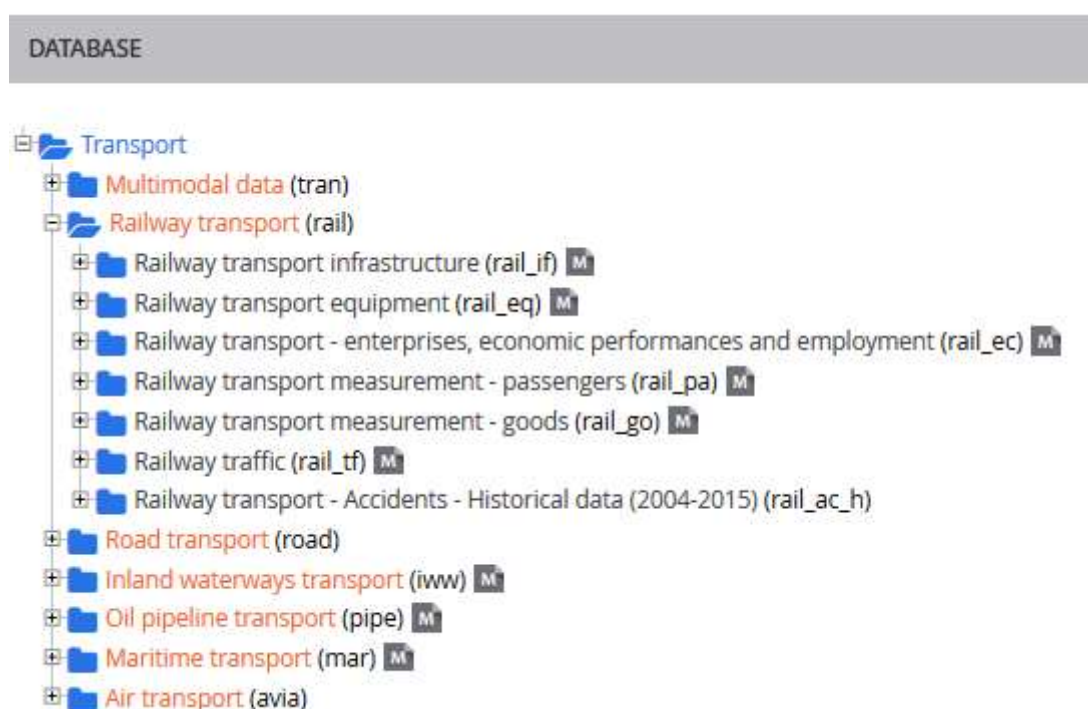
1 EUROSTAT DISSEMINATION DATABASE

1.1 Overview

The Railway transport domain contains detailed data and time series since 1982. It can be found under Transport section through the following link:

<http://ec.europa.eu/eurostat/web/transport/data/database>

It is composed of seven sub-domains:



This manual covers the four sub-domains:

- ✿ Railway traffic (rail_tf) (partly)
- ✿ Railway transport measurement – passengers (rail_pa) (partly)
- ✿ Railway transport measurement – goods (rail_go)

Goods tables contain data collected under **Directive 80/1177/EC** and **Regulations 91/2003** and **2018/643**. The tables of data collected under the **Directive 80/1177/EC** are maintained and reclassified according to the new structure.

Passenger tables contain data collected under **Regulations 91/2003** and **2018/643**.

The metadata are disseminated together with the data tables in the dissemination database through the following link: <http://ec.europa.eu/eurostat/web/transport/data/database>.

The following tables show the Eurostat Dissemination Database tables and the corresponding tables from the **Regulations 91/2003** and **2018/643**, used to prepare the tables.

1.2 Railway traffic

Regulation tables	Table code	Table name
A9, L1, C5, L2 (B2, D2)	rail_tf_trainmv	Train movements
G1, G2, G3	rail_tf_netseg15	Traffic of trains on the rail network (number of trains, 2015 data)
G1, G2, G3	rail_tf_netseg10	Traffic of trains on the rail network (number of trains, 2010 data)
G1, G2, G3	rail_tf_netseg	Traffic of trains on the rail network (number of trains, 2005 data)

1.3 Railway transport measurement – passengers

Regulation tables	Table code	Table name
C3, L1 (D1)	rail_pa_total	Passengers transported
C3	rail_pa_typepas	Passenger transport by type of transport (detailed reporting only)
E2	rail_pa_quartal	Passengers transported (detailed reporting only) – (quarterly data)
C4	rail_pa_intgong	International transport of passengers from the reporting country to the country of disembarkation
C4	rail_pa_intcmng	International transport of passengers from the country of embarkation to the reporting country
F3, F4	tran_r_rapa	Railway transport - national and international railway passengers transport by loading/unloading NUTS 2 region

1.4 Railway transport measurement – Goods

Regulation tables	Table code	Table name
A1, L1	rail_go_total	Goods transported
E1	rail_go_quartal	Goods transported (detailed reporting only) - Quarterly data
A2	rail_go_grpgood	Goods transported by group of goods - from 2008 onwards based on NST 2007
A2	rail_go_grpgood07	Goods transported, by group of goods - until 2007 based on NST/R
A5	rail_go_consgmt	Goods transported by type of consignment
A3	rail_go_intcmgn	International transport of goods from the loading country to the reporting country (
A3	rail_go_intgong	International transport of goods from the reporting country to the unloading country
A3	rail_go_trsorde	Transit transport of goods by loading and unloading countries
F1, F2	tran_r_rago	Railway transport - national and international railway goods transport by loading/unloading NUTS 2 region
A4	rail_go_dnggood	Transport of dangerous goods
A6	rail_go_contwgt	Goods transported in intermodal transport units
A7, A8	rail_go_itu	Empty and loaded intermodal transport units
A7, A8	rail_go_contnbr	Volume of containers transported
A1	rail_go_typepas	Goods transported by type of transport
A1, B1	rail_go_typeall	Goods transported by type of transport (2004-2016)

1.5 Tables Using data from Directive 80/1177/EC and Regulation 91/2003

The table below shows the dissemination tables using data from **Directive 80/1177/EC** and **Regulation 91/2003**, as well as the correspondence between the delivery tables of **Directive 80/1177/EC** and **Regulation 91/2003**.

Eurostat Dissemination Database tables	Directive tables	Regulation tables	First reference year for Regulation
rail_go_typeall	1A-1B	A1, B1	2003
rail_go_grpgood07	1A-1B	A2	2003
rail_go_intcmgn	5A-6A	A3	2003
rail_go_intgong	5A-6A	A3	2003
rail_go_trsorde	5B-6B	A3	2003
tran_r_rago	3	F1, F2	2005
rail_go_contwgt	7	A6	2004
rail_go_contnbr	7	A7-A8	2004
rail_go_quartal	8	E1	2004

1.6 Tables discontinued containing data from old Directive 80/1177/EC

Historical Data (1982-2002) (rail_go_h)	
International transport of goods from the loading country to the reporting country (Monthly data) (1982-2002) (rail_go_intld)	
International transport of goods from the reporting country to the unloading country (Monthly data) (1982-2002) (rail_go_intunld)	
National transport of goods by distance class and group of goods (1982-2002) (rail_go_natdist)	
National transport (Directive 80/1177/EEC) (monthly data) (1982-2002) (rail_go_natmth)	
National transport by loading region and by group of goods (Directive 80/1177/EEC) (1982-2002) (rail_go_natreg)	
National transport of goods by unloading region and by group of goods (1982-2002) (rail_go_natureg)	
Transit transport by group of goods (1982-2002) (rail_go_trsggds)	
Transport of containers or road vehicles (1982-2002) (rail_go_contold)	

1.7 Tables discontinued containing data on accidents from old Regulation 91/2003

Regulation tables	Table code	Table name
H3, H4	rail_ac_catvict	Annual number of victims by type of accident (2004-2015)
H1	rail_ac_catnmbr	Annual number of accidents by type of accident (2004-2015)
H2	rail_ac_dnggood	Annual number of accidents involving the transport of dangerous goods (2004-2015)

1.8 Detailed description of the dissemination tables

This section will be filled in at a later stage.

2 STATISTICS EXPLAINED ARTICLES

Statistics Explained is an official Eurostat website presenting all statistical topics in an easily understandable way. Together, the articles make up everyone's encyclopaedia of European statistics, completed by a statistical glossary clarifying all terms used and by numerous links to further information and the very latest data and metadata, a portal for occasional and regular users alike.

Three articles presenting railway transport statistics are currently available online:

- ✿ [Rail accident fatalities in the EU](#)
- ✿ [Railway freight transport statistics](#)
- ✿ [Railway passenger transport statistics - quarterly and annual data](#)

3 CALCULATION OF EU AGGREGATES AT EUROSTAT

The EU aggregates (EU-27_2009, EU-28 and EU27_2020) are disseminated in some of the tables (if relevant).

The following rules apply for the calculation of the EU aggregates:

- ✿ EU aggregates are calculated only when all needed data is available.
- ✿ If data needed for an EU aggregate is confidential for less than three countries, then the EU aggregate is confidential and therefore not calculated.
- ✿ Even if data from Malta and Cyprus is not available, the EU aggregates are calculated because no railway network exists in these countries.

PART IV: NATIONAL METHODOLOGIES

In order to collect valuable information about the sources and methods used by partner countries in the collection of statistics under the Regulation (EC) No 91/2003, Eurostat sent a questionnaire in 2016 to collect information on the methodologies applied at national level for the rail data collection. The results are presented below.

The questionnaire was divided into six sections covering:

- 1 General information**
- 2 Respondents and data sources**
- 3 Data, Collection Compilation and Quality Management**
- 4 Dissemination and Target Group**
- 5 Assessment of the regulation and compliance**
- 6 Other proposals for improvement**

The paragraphs below present the replies received from the participating countries.

1 GENERAL INFORMATION

1.1	Institution responsible for reporting data to the European commission as prescribed in the regulation on rail transport statistics (Reg. (EC) No. 91/2003)
Belgium	Name: Statistics Belgium Unit: Directorate-General for Statistics – Statistics Belgium Territory Statistics Address: North Gate - Koning Albert II laan 16 - 1000 Brussels
Bulgaria	Name: National Statistical Institute Bulgaria Unit: Directorate Business statistics, Short-term business statistics department Address: Bulgaria, Sofia 1000, P. Volov Str. 2
Czechia	Name: Ministry of Transport Unit: Department for Strategy Address: nábr. L.Svobody 12 110 15 Praha 1
Denmark	Name: Statistics Denmark Unit: Short Terms Statistics Address: Sejrogade 11, DK-2100 Copenhagen Oe, Denmark
Germany	Name: Destatis Unit: E 3205 Address: Gustav-Strresemann-Ring 11, 65189 Wiesbaden
Estonia	Name: Statistics Estonia Unit: Enterprise and Agricultural Statistics Department Address: 51 Tatari Str, 10134 Tallinn, Estonia
Ireland	
Greece	Name: HELLENIC STATISTICAL AUTHORITY (ELSTAT) Unit: Statistics on Trade and Services Division, Section of Transport, Communications and Mass Media. Address: Pireos 46 & Eponiton Str, Piraeus 18510, Greece.
Spain	Name: INE Spain Unit: Directorate of Industrial and Services Statistics Address: Paseo de la Castellana 183, 28071, Madrid
France	Name : Service de l'Observation et des Statistiques (SoeS) Unit : Sous-direction des statistiques de transport – Bureau des statistiques de la multimodalité Address : Tour Séquoia - 92 055 la défense Cedex
Croatia	Name: CROATIAN BUREAU OF STATISTICS Unit: TRANSPORT AND COMMUNICATION STATISTICS DEPARTMENT Address: ILICA 3, 10000 ZAGREB, CROATIA
Italy	Name: ISTITUTO NAZIONALE DI STATISTICA Unit: INLAND TRANSPORT STATISTICS Address: VIALE LIEGI 13 - 00100 ROME ITALY
Cyprus	

Latvia	Name: Central statistical Bureau of Latvia Unit: Transport and Tourism Statistics Section Address: 1, Lāčplēša Str., Riga, LV-1301, Latvia
Lithuania	Name: Statistics Lithuania Unit: Transport and Service statistics division Address: 29 Gedimino ave., LT-01500, Lithuania
Luxembourg	Name: STATEC Unit: ENT4 "Business indicators, transport and tourism statistics" Address: 13 rue Erasme L1468 Luxembourg
Hungary	Name: Hungarian Central Statistics Office Unit: Transport Department Address: Keleti Károly u 5-7. Budapest, 1024
Malta	
Netherlands	Name : Centraal Bureau voor de Statistiek Unit : Verkeer en vervoer Address : CBS-weg 11 6401 CZ Heerlen
Austria	Name: Bundesanstalt Statistik Österreich Unit: Bereich Verkehr Address: Guglgasse 13; 1110 Wien
Poland	Name: Central Statistical Office Unit: Trade and Services Department Address: Av. Niepodleglosci 208; 00-950 Warsaw; Poland
Portugal	Name: Statistics of Portugal Unit Department of economic statistics/Trade (domestic), tourism and transport Address Av. António José de Almeida, 1000-043 LISBOA
Romania	Name NATIONAL INSTITUTE OF STATISTICS ROMANIA Unit TRANSPORT STATISTICS, POST AND TELECOMMUNICATIONS Address 16 Libertatii Bvd., Bucharest 5, ROMANIA
Slovenia	Name: SURS Statistical Office RS Unit: Environmental statistics division / Transport, tourism and information society statistics section Address: SURS, Litostrojska 54, 1000 LJUBLJANA, Slovenia
Slovakia	Name: STATISTICAL OFFICE OF THE SLOVAK REPUBLIC Unit: Business statistics section (Jana Luttmerdingová) Address: Miletičova, 3, 824 67 BRATISLAVA SLOVAKIA
Finland	Name: Finnish Transport Agency (FTA) Unit: Address: PO Box 33, FI-00521 Helsinki, Finland

Sweden	Name: Transport Analysis Unit: Address: Torsgatan 30, SE-113 21 Stockholm, Sweden
United Kingdom	Name: Office of Rail and Road (ORR) Unit: Information and Analysis (Railway Planning & Performance directorate) Address: One Kemble Street, London, WC2B 4AN
Liechtenstein	Name: Bundesanstalt Statistik Österreich Unit: Bereich Verkehr Address: Guglgasse 13; 1110 Wien
Switzerland	Name: Swiss Federal Statistical Office (FSO) Unit: Territory and Environment, Mobility Section Address: Espace de l'Europe 10, CH-2010 Neuchâtel
Norway	Name: Statistics Norway Unit: Division for energy, environmental and transport statistics Address: P. O. Box 2633 St. Hanshaugen, NO-0131 Oslo, Norway
Montenegro	Name: Statistical Office of Montenegro – MONSTAT Unit: Department of business statistics short-term indicators Address: IV Proleterske no. 2 , 81000 Podgorica Montenegro
North Macedonia	Name: State Statistical Office Unit: Department for construction statistics, energy and transport Address: Dame Gruev 4, Skopje, North Macedonia
Turkey	Name: Turkish Statistical Institute (TurkStat) Unit: Energy and Transport Statistics Address: Necatibey Caddesi No:114/ Bakanlıklar-ANKARA
Bosnia and Herzegovina	

1.2	Other institutions involved with the collection, production or reporting of the data
Belgium	
Bulgaria	This is the regulatory body in Bulgaria which is responsible for granting licenses and authorisations of the railway undertakings for transport of passengers and goods. Full description of the responsibilities and obligation of the administration you can find at the following site Name: National Agency „Railway administration” at Ministry of Transport, Information technologies and Communications Unit: Directorate Regulation Address: Sofia 1000, Gen. Yo. Gurko Str. 5 http://www.iaja.government.bg/IAJI/wwwFWRAEA.nsf/index.htm?readform
Czechia	
Denmark	
Germany	
Estonia	The Technical Regulatory Authority is an agency working under the Ministry of Economic Affairs and Communications tasked with the broader objective of helping to implement national economic policies through the improvement of safety, organising sensible use of limited resources and increasing the reliability of products in the field of manufacturing environments, industrial equipment, transportation, and electronic communications. In respect of railway safety, they issue certificates to railway undertakings and safety authorisations to infrastructure managers, licences for construction and certificates of use of railway facilities, and approve the detailed plan or design criteria which constitute the basis for the building design documentation of railway civil engineering works. In cooperation with the regional offices of the Road Administration they issue locomotive driver's licenses. They check the construction, maintenance, and use of the railway infrastructure (rail tracks, communications and safety equipment, level crossings) and activities in the railway protection zone. They also monitor the competence of persons responsible for railway safety and organising railway traffic, and supervise the compliance of rail traffic to fire safety requirements and the organisation of carriage of dangerous goods. The Technical Regulatory Authority gathers safety indicators on the basis of reports submitted by railway undertakings, which provide an overview of the state of railway safety on the domestic and EU level. Name: Technical Regulatory Authority Unit: Transport Division Address: Sõle 23 A, Tallinn 10614, Estonia E-mail: info@tja.ee
Ireland	

Greece	Name: TRAINOSE S.A. Unit: Directorate of Strategic Planning, Section of Statistics. Address: 1-3 Karolou Str. GR 10437 Athens. Which task or function does this institution fulfil? TRAINOSE is the Organization responsible for the operation and management of all transportation activities (passenger, freight, etc). Name: OSE S.A. Unit: Strategic Planning and Development Management Address: 1-3 Karolou Str. GR 10437 Athens. Which task or function does this institution fulfil? OSE S.A. is the Organization responsible for the management of Railway Infrastructure. There is also ROSCO, the Hellenic Company for Rolling Stock Maintenance S.A. (ROSCO), a company that provides rolling stock maintenance (a responsibility of OSE S.A. until recently) and availability services to train operating companies. The company was established in 2013 and 100% owned by the Hellenic Republic Asset Development Fund. This company is not involved in the production of statistical data regarding the Regulation 91/2003.
Spain	
France	
Croatia	
Italy	
Cyprus	
Latvia	Annex H Name: State Railway Technical Inspectorate Unit: Address: 2, Riepnieku Str., Riga LV-1050, Latvia
Lithuania	
Luxembourg	
Hungary	This institution also works for transport statistics Name: National Ministry of Development Unit: Transport Department Address:
Malta	
Netherlands	

Austria	Data referring to train movements and passenger transport Name: Schienen-Control GmbH Unit: Markt Address: Linke Wienzeile 4/1/6; 1060 Wien Die Schienen-Control - Regulierungsbehörde Data concerning train movements by network segment Name: Bundesministerium für Verkehr, Innovation und Technologie Unit: Abt.II/INFRA 5 Address: Radetzkystraße 2, 1030 Wien https://www.bmvit.gv.at/en/index.html
Poland	No
Portugal	
Romania	
Slovenia	
Slovakia	Prepare data every 5 years from Rail Census in Annex G Name: Ministry of Transport, Construction and Regional Development of the Slovak Republic Address :Námestie slobody č. 6, 810 05 Bratislava Slovakia
Finland	
Sweden	Collects most of the data from data providers and produces all data tables to be sent to Eurostat Name: Swedish Transport Administration Unit: Statistical center Address: SE-781 89 Borlänge, Sweden Collects most of the data from data providers for Annex H and produces information Name: Swedish Transport Agency Unit: Road and railway department Address: Box 267, SE-781 23 Borlänge, Sweden Collects data from data providers about dangerous good for Annex H and produces information Name: Swedish Civil Contingencies Agency Unit: Address: SE-651 81 Karlstad, Sweden

United Kingdom	Name: Network Rail Unit Address: The Quadrant:MK, Elder Gate, Milton Keynes, MK9 1EN Which task or function does this institution fulfil? Network Rail is the main infrastructure manager in the UK and is responsible for the collection of the majority of the data that is supplied to ORR for use in reporting of rail statistics to Eurostat.
	Name: Translink Unit Address: 3 Milewater Road, Belfast, BT3 9BG Which task or function does this institution fulfil? Translink is the integrated company responsible for rail services and rail infrastructure. Translink record and report to ORR data for Northern Ireland for submission to Eurostat.
	Name: Railway Safety and Standards Board (RSSB) Unit Address: The Helicon, 1 South Place, London, EC2M 2RB Which task or function does this institution fulfil? RSSB are responsible for the UK's safety management system, and therefore collate the safety related data required for Annex H.
Liechtenstein	Data concerning train movements by network segment Name: Bundesministerium für Verkehr, Innovation und Technologie Unit: Abt.II/INFRA 5 Address: Radetzkystraße 2, 1030 Wien https://www.bmvit.gv.at/en/index.html
Switzerland	Data collection: interface between railway companies and NSI Delivery of certain centralised data (e.g. accidents according to Annex H; specific infrastructure data (e.g. stations, train punctuality) as well as rail network data according to Annex G) Additional institutions which run certain data base for purpose of data validation and quality check for the NSI: - "Trasse Schweiz AG" (Train path organisation). Task: Delivery of data for train-kilometre, tons, ton-kilometres etc. - Swiss Federal Railway. Task: Delivery of data number of passenger (centralised data for a specific number of companies) Name: Federal Office of Transport (FOT) Unit: Various. Mainly unit "Safety Risk Management" (as coordinating unit) Address: Mühlestrasse 6, CH-3063 Ittigen
Norway	Accidents Name: The Norwegian Railway Authority Address: P.O. Box 7113 St. Olavs plass, NO-0130 Oslo, Norway
Montenegro	
North Macedonia	No other institutions
Turkey	Compilation and production of data Name: Turkish State Railways (TCDD) Unit: Research Planning and Coordination Department Address: Anafartalar Mahallesi, Hipodrom Caddesi No: 3 Altındağ - ANKARA

Bosnia and Herzegovina	
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2 RESPONDENTS AND DATA SOURCES

2.1	How many different railway companies are conducting transports on your national rail network?
Belgium	
Bulgaria	10 licensed companies, of which 2 have no activity at the moment
Czechia	
Denmark	14 companies
Germany	54 (market share: more than 95%)
Estonia	8 enterprises
Ireland	
Greece	For the time being only TRAINOSE is conducting transports on the national railway network. Two more companies (P.E.A.R.L. and Rail Cargo Logistics Goldair) have been licensed to conduct freight transports but they have not started operations yet.
Spain	In 2016 there are 15 companies conducting transport on the Spanish rail network
France	26 , 20 companies are only conducting freight transports, 5 companies are only conducting passengers transports , one company, SNCF, is conducting both types of transports
Croatia	One railway company is conducting transport of passengers and six are conducting transport of goods.
Italy	At present in Italy there are 14 railway companies included in the detailed scheme and 27 in the simplified one.
Cyprus	
Latvia	4 companies
Lithuania	Public company Lietuvos geležinkeliai (Lithuanian Railways)
Luxembourg	2 national companies and several foreign companies
Hungary	There are 52 of them
Malta	
Netherlands	21
Austria	40 railway companies referring to goods transport in 2018 21 railway companies referring to passenger transport in 2018
Poland	60 enterprises rail goods transport 11 enterprises rail passengers transport
Portugal	4
Romania	There are 24 companies conducting transport on the Romanian rail network

Slovenia	3 different railway companies are conducting transports in Slovenia
Slovakia	The organisation with are registered in Business Register of the Slovak Republic: - with prevailing activity railway transport and service in railway transport (year 2015 – 19 companies) - with have license and European licence of performance railway transport (year 2015 – 24 companies)
Finland	Until the year of 2015, only one railway operator. Since the year of 2016, several operators
Sweden	In 2014 and 2015 it was 29
United Kingdom	34 (December 2015)
Lichtenstein	1 railway company referring to goods transport 1 railway company referring to passenger transport
Switzerland	Between 50-60 companies 60 companies according Annex I for reference year 2014
Norway	13 companies
Montenegro	The two companies carried out transport on national territory. On the website of Government of Montenegro railway directorate (The Directorate was established to carry out work of investment in maintenance, development and modernization of railway infrastructure, regulatory affairs and safety on the railways) were published that Safety certificate for transport and railway traffic on the trucks of Montenegro Railways have two companies: 1. AD MONTECARGO JSC PODGORICA 2. ŽELJEZNIČKI PREVOZ AD PODGORICA link: http://www.dzzcg.me/page.php?p=10
North Macedonia	One railway company for transport and one railway company for infrastructure
Turkey	In Turkey there are no private railway companies in operation as railway transport is conducted by the state monopoly of Turkish State Railways
Bosnia and Herzegovina	

2.2.a	How many of those are foreign companies?
Belgium	
Bulgaria	4 companies
Czechia	
Denmark	2 companies
Germany	5 companies
Estonia	0 company
Ireland	

Greece	During 2016 “Ferrovie Dello Stato Italiane SpA”, an Italian company, acquired TRAINOSE S.A. The second one is “PEARL” (Piraeus Europe Asia Rail Logistics).
Spain	0 company
France	11, if you count joint ventures such as Eurotunnel, Eurostar and Thalys as foreign companies
Croatia	4 foreign companies are conducting transport of goods
Italy	Three railway undertakings are owned by foreign companies
Cyprus	
Latvia	4 companies
Lithuania	
Luxembourg	As far as we know, at least 2 companies
Hungary	There are 13 foreign companies
Malta	
Netherlands	9
Austria	11 referring to goods transport in 2018 2 referring to passenger transport in 2018
Poland	10 – transport of goods 1 – transport of passengers
Portugal	0
Romania	
Slovenia	1, but also this company has office in Ljubljana
Slovakia	2 companies are registered in Business Register of SR as branches unit foreign companies
Finland	0 company
Sweden	4 foreign companies based in Norway and Denmark has no address in Sweden but provided data for 2015 anyway, on a voluntary basis. We do not collect information about ownership for companies registered in Sweden.
United Kingdom	Zero. However some are subsidiaries of foreign companies.
Liechtenstein	1 referring to goods transport 1 referring to passenger transport
Switzerland	7 companies
Norway	6 companies
Montenegro	0 company
North Macedonia	0 company

Turkey	Not applicable for Turkey
Bosnia and Herzegovina	

2.2.b	Do all foreign companies report the required data?
Belgium	
Bulgaria	Yes
Czechia	
Denmark	Yes
Germany	Yes
Estonia	N/A
Ireland	
Greece	Typically, neither one has reported data yet, but TRAINOSE continues to co-operate with ELSTAT as always.
Spain	N/A
France	Yes
Croatia	Yes
Italy	They report data but sometimes there are problems related to the location of the server
Cyprus	
Latvia	N/A
Lithuania	
Luxembourg	They don't report directly to Statec
Hungary	Yes, but they send mainly transit transport data
Malta	
Netherlands	No
Austria	Yes
Poland	Yes
Portugal	
Romania	
Slovenia	Yes
Slovakia	Yes

Finland	N/A
Sweden	For 2015 all 4 foreign companies reported the required data
United Kingdom	Yes
Lichtenstein	Yes
Switzerland	Yes, if we actually require them. However, some data from foreign companies are already included in dataset from other companies
Norway	Yes
Montenegro	N/A
North Macedonia	N/A
Turkey	Not applicable for Turkey
Bosnia and Herzegovina	

2.2.c	If not, what are the reasons and how do you compensate?
Belgium	
Bulgaria	
Czechia	
Denmark	
Germany	
Estonia	
Ireland	
Greece	
Spain	
France	
Croatia	
Italy	
Cyprus	
Latvia	
Lithuania	
Luxembourg	The figures on freight and passengers concerning foreign companies are reported directly to our data providers (the national companies) and are therefore included in the national results
Hungary	

Malta	
Netherlands	Languish barriers and companies don't feel the need to report to foreign government entities.
Austria	
Poland	
Portugal	
Romania	
Slovenia	
Slovakia	
Finland	
Sweden	We are not sure of any reasons not to report. In general it is difficult to get data from a company that has gone out of business at the time of data collection. In cases like that we use traffic data available in administrative registers and estimate the missing transport data.
United Kingdom	
Lichtenstein	
Switzerland	Passenger traffic from SNCF (France) in border regions is included in dataset from the Swiss Federal Railways. Partly the same for the German border region.
Norway	
Montenegro	
North Macedonia	
Turkey	Not applicable for Turkey
Bosnia and Herzegovina	

2.3.a	Do you have access to administrative or commercial data which could be used to produce or improve the rail transport statistics?
Belgium	
Bulgaria	We use the data that is collected from National Agency „Railway administration“
Czechia	
Denmark	Yes
Germany	No
Estonia	No access, no information about that kind of data. Only press releases with some useful data of biggest rail transportation companies are available.
Ireland	

Greece	No, ELSTAT does not have access to administrative or commercial data. The raw data files are compiled by the competent companies and sent to ELSTAT for submission via eDAMIS.
Spain	Administrative registers are used in the statistical process to update the frame. Annually, in March, a file containing a list of the railway companies allowed to conduct transport on the Spanish rail network is sent by the Spanish Security Railway Agency to INE Spain. This file is used to update the frame of the survey. The questionnaires are sent to the companies included in the frame.
France	Yes. In France, the legal base to collect the data is the “Code des transports “. On the other hand we don’t have access to any other commercial data.
Croatia	No
Italy	No, we don’t. Railway undertakings fill in a web questionnaire.
Cyprus	
Latvia	No
Lithuania	No
Luxembourg	No
Hungary	We do not have any access to administrative or commercial data. We know their data from their survey sent to us.
Malta	
Netherlands	Yes
Austria	Administrative data are provided by Schienen-Control GmbH and Bundesministerium für Verkehr, Innovation und Technologie.
Poland	No
Portugal	Yes
Romania	We don’t have such information
Slovenia	No
Slovakia	No
Finland	Yes
Sweden	Yes
United Kingdom	ORR has access to additional information from Network Rail and other organisations. This is not used for the Eurostat rail transport statistics as typically ORR can be supplied with exactly what is required
Liechtenstein	Administrative data are provided by Bundesministerium für Verkehr, Innovation und Technologie.
Switzerland	There exists a large database containing amongst other data required for Annex A. This database (“Cargo Information System”) covers most of the companies who transport goods in Switzerland and is run by “Swiss Federal Railways”, the largest transport company in Switzerland. However, we do not use it at the moment.
Norway	No
Montenegro	Yes

North Macedonia	No access
Turkey	No. Data access is only available by Turkish State Railways.
Bosnia and Herzegovina	

2.3.b	If so, please describe
Belgium	
Bulgaria	They gather the same data as we as Regarding the information that is collected under the Regulation 91/2003. They also collect some additional information for national purposes.
Czechia	
Denmark	Data on rail infrastructure from the infrastructure owner, BaneDanmark
Germany	
Estonia	
Ireland	
Greece	
Spain	
France	
Croatia	
Italy	
Cyprus	
Latvia	
Lithuania	
Luxembourg	
Hungary	
Malta	
Netherlands	The infrastructural manager has al journeys on national territory. We get a copy of those journeys.
Austria	See 1.2 of this questionnaire
Poland	
Portugal	Websites companies and other on-line information

Romania	
Slovenia	
Slovakia	
Finland	Origin-destination matrices for passenger and freight
Sweden	Administrative data within the Swedish Transport Administration for traffic data and Swedish Transport Agency for accidents data.
United Kingdom	
Lichtenstein	See 1.2 of this questionnaire.
Switzerland	See answer 2.3.a Database covers amongst others variables such as: Goods transported (tonnes, tonne-km); Goods train movements in (train-km); Number of intermodal transport units carried in (number, TEU); dangerous goods, type of goods, national, incoming, outgoing, transit etc. Furthermore way bills as well as various operational data are available. In addition, this database contains in particular detailed data for intermodal traffic. We might get access for this database in the near future in order to produce a new intermodal statistic (according to the German Approach). A pilot statistic has already been produced. We will deliver Eurostat a summary of this study shortly.
Norway	
Montenegro	With data about rail transport except MONSTAT available the Ministry of Transport and Maritime Affairs. Cooperation between the institutions is good and allows verification of data. Data source for Ministry of Transport and Maritime Affairs: "RAILWAY INFRASTRUCTURE MONTENEGRO". Data source for MONSTAT: "AD MONTECARGO JSC PODGORICA", "ŽELJEZNIČKI PREVOZ AD PODGORICA", and "RAILWAY INFRASTRUCTURE MONTENEGRO". "Railway infrastructure Montenegro" in the capacity of infrastructure manager, being public wealth in general use and owned by the state of Montenegro, Railway infrastructure develop and invest in railway infrastructure, secure its modernization and maintenance, ensure access and allocate infrastructure facilities to all interested railway transporters that fulfil legal requirements, defines infrastructure access charges, makes and announces timetable, organizes and regulates railway transport.
North Macedonia	
Turkey	
Bosnia and Herzegovina	

2.3.c	Do you incorporate this data in the production process of the statistics or for quality checking purposes? Please describe.
Belgium	
Bulgaria	Yes, we use the data for quality check at the end of every year - we compare the data collected by us and the administration.
Czechia	

Denmark	Used for statistics on rail infrastructure
Germany	No
Estonia	No information about that kind of data
Ireland	
Greece	
Spain	
France	We do not collect other data
Croatia	No
Italy	
Cyprus	
Latvia	
Lithuania	The quality of statistical information and its production process is ensured by the provisions of the European Statistics Code of Practice. In 2007, a quality management system, conforming with the requirements of the international quality management system standard ISO 9001, was introduced at Statistics Lithuania.
Luxembourg	
Hungary	
Malta	
Netherlands	We include this data in our production process because this data is complete, of good quality and many times better than the data companies give us.
Austria	Data are used to produce data files referring to the Tables A9, C5, L.1, L.2, G1, G2 and G3 of the Regulation (EU) 2018/643.
Poland	No
Portugal	We only use it for quality check information, namely on infrastructures and equipment
Romania	
Slovenia	
Slovakia	
Finland	Quality checking have been made in order to evaluate other data, like train kms and gross tonne kms.
Sweden	Within the Swedish Transport Administration traffic data and train weights are available and are used for quality control and estimation when needed. We consider using it even more, for the sake of reducing the burden of respondents.
United Kingdom	
Lichtenstein	Data are used to produce data files referring to the Tables G1, G2 and G3 of the Regulation (EU) 2018/643.
Switzerland	Currently not.
Norway	

Montenegro	Yes. Cooperation between the MOMSTAT and Ministry of Transport and Maritime Affairs is good and allows verification of data.
North Macedonia	
Turkey	TurkStat don't incorporate this data in the production process of statistics as this is done by Turkish State Railways. However data quality checks are made in coordination with TurkStat and Turkish State Railways according to Eurostat quality criteria. TurkStat checks Turkish State Railways data in line with the error codes and necessary corrections asked by Eurostat.
Bosnia and Herzegovina	

2.3.d	If not, what are the reasons?
Belgium	
Bulgaria	
Czechia	
Denmark	
Germany	Information of other sources (data bases etc.) are not compatible with the official statistics
Estonia	
Ireland	
Greece	ELSTAT does not have direct access to raw railway data. The datasets are compiled by the competent authorities and sent to ELSTAT. ELSTAT offers cooperation and support in all steps of the process.
Spain	
France	
Croatia	
Italy	
Cyprus	
Latvia	
Lithuania	
Luxembourg	
Hungary	We have data just for our survey questions, so we cannot see any other type of data.
Malta	
Netherlands	
Austria	
Poland	CSO is responsible for rail transport statistics

Portugal	
Romania	
Slovenia	
Slovakia	
Finland	
Sweden	
United Kingdom	
Lichtenstein	
Switzerland	Highly complex data base with restricted access. Currently lack of resources at our unit. Furthermore, there is no need as we collect all relevant required data directly from the transport companies. We do certain quality cross checks with other data set (see question 1.2, second part of the answer). Furthermore, we normally get directly in contact with the companies involved in order to enhance the quality of their delivered detailed data for Annex A. However, we possibly might refer to this database and skip the questionnaire for Annex A in future, as this would reduce the administrative burden for the companies and (hopefully) enhance the quality of data.
Norway	
Montenegro	
North Macedonia	SSO receives the data from the railway companies.
Turkey	The data is compiled and stored at Turkish State Railways in coordination with their regional offices. Therefore TurkStat is not involved in data production.
Bosnia and Herzegovina	

2.4.a	For how many respondents does the simplified reporting scheme apply?
Belgium	
Bulgaria	5 of the companies report data under Annex B.
Czechia	
Denmark	None
Germany	All (54)
Estonia	Not used
Ireland	
Greece	None
Spain	Annex B: 7 companies Annex D: 3 companies
France	None

Croatia	By the end of 2016 detailed reporting scheme applied for one respondent in passenger transport and one in goods transport. For the reference year 2017, we are planning to send the simplified datasets for 3 respondents in goods transport.
Italy	27 railways undertakings
Cyprus	
Latvia	None
Lithuania	One
Luxembourg	None
Hungary	According to our data confidentiality rules, we send aggregated data, so we do not have simplified reporting.
Malta	
Netherlands	For freight all but one are below the threshold. For passenger transport all companies are above the threshold.
Austria	Goods transport: 0 (for 2016 and the following years) Passenger transport: 18 in 2018
Poland	50 – rail transport of goods 2 – rail transport of passengers
Portugal	4
Romania	9 companies for Annex B and 3 companies for Annex D
Slovenia	2
Slovakia	Respondents with have license and European licence of performance railway transport and have not prevailing activity railway transport
Finland	None
Sweden	None, we use detailed reporting for all regardless size.
United Kingdom	The UK does not report under the simplified reporting scheme.
Lichtenstein	Goods transport: 1 Passenger transport: 1
Switzerland	For goods transport: 12 For passenger transport: 35
Norway	None
Montenegro	2
North Macedonia	SSO does not apply the simplified reporting scheme.
Turkey	There is no simplified reporting in Turkish railway data
Bosnia and Herzegovina	

2.4.b	What is the share in regard to tons, passengers, tkm and pkm for which the simplified reporting applies?
Belgium	
Bulgaria	The share according to data for 2015 is 11.4% for tonnes and 10.5% for tkms.
Czechia	
Denmark	
Germany	Freight transport: nearly 100 % Passenger services: about 70 %
Estonia	No simplified reporting used
Ireland	
Greece	
Spain	According to the Regulation, the simplified reporting applies to 500.000 tkm and 200.000 pkm.
France	
Croatia	
Italy	We apply the thresholds according to the Regulation 91/2003, below a summary table related to 2014(reference year): Tons: 12,2 Tkm: 9,7 Passengers: 4,9 Pkm: 2,2
Cyprus	
Latvia	None
Lithuania	0
Luxembourg	
Hungary	
Malta	
Netherlands	In case of freight, more than 40 % of tons are below the threshold.
Austria	tonnes: 0% (referring to 2016 and the following years) passengers: 11,3% in 2018 tkm: 0% (referring to 2016 and the following years) pkm: 3,6% in 2018

Poland	Transport of goods: 13% - for tons 8% - for tkm Transport of passengers: 2% - for passengers 1% - for pkm
Portugal	100%
Romania	The simplified reporting applies to 500.000 tkm and 200.000 pkm, according to the Regulation
Slovenia	Tons: around 5% Passengers: 0% tkm: around 5% pkm: 0%
Slovakia	In year 2014 it was from: tons: 8% passengers: 0% tkm: 3% pkm: 0%
Finland	
Sweden	Nil
United Kingdom	
Lichtenstein	tonnes: 100% tkm: 100% passengers: 100% pkm: 100%
Switzerland	2014 data: Passenger: 18.79% Pkm: 5.66% Tons: 7.69% Tkm: 5.24%
Norway	
Montenegro	100%
North Macedonia	
Turkey	There is no simplified reporting in Turkish railway data.
Bosnia and Herzegovina	

2.5.a	Does the national regulatory body responsible for the access to the rail network collect data on rail transports?
Belgium	
Bulgaria	Yes, this is NA "Railway administration"
Czechia	
Denmark	No
Germany	No
Estonia	No information
Ireland	
Greece	The "Regulatory Authority for Railways (RAR)" supervises and monitors the railway market so that it operates under free competition and collects rail network data from all companies of this sector (http://www.ras-el.gr/en/page/mission).
Spain	The regulatory body responsible for the access to the rail network collects data on accidents that happened in the rail network they administer. These data on accidents are sent to INE Spain and they are used for checking purposes.
France	Yes, the regulatory body (ARAFER) has implemented a new data collection on a quarterly basis, starting in June 2016 for 2016 - Q1 data.
Croatia	Yes
Italy	The national regulatory body collects data on train-km both for goods and passengers.
Cyprus	
Latvia	No
Lithuania	Yes
Luxembourg	Statec does not know the statistics collected by this body.
Hungary	The National Transport Authority sends to HCSO a "List of enterprises having permission for transport on the Hungarian national railways". We have data only from these data providers. In this way the 2005. évi CLXXXIII. Tv. 6.§ (1a) national regulatory body responsible for the access to the rail network collects data on rail transports.
Malta	
Netherlands	No the infra manager collects data; the national regulatory body responsible for the access only looks at the safety of the locs and not the traffic on the Dutch rail network.
Austria	Yes
Poland	Office of Rail Transport
Portugal	Yes
Romania	Ministry of Transport is the national regulatory body responsible for the access to the rail network collects data on rail transports, annually provide us a list of the railway companies allowed to conduct transport on the Romanian rail network and data for accidents that happened in the rail network
Slovenia	No

Slovakia	The authorizations on the carriage of goods by Slovak rail network is responsible the railway company with have prevailing activity rail network
Finland	Yes, including the Rail Market Monitoring (RMMS) purposes, for example.
Sweden	The regulatory body is The Swedish Transport Agency. They collect data about rail accidents, not about rail transports.
United Kingdom	ORR is the national regulatory body responsible for access to the rail network, and collaborates with Network Rail (the infrastructure manager) and other relevant rail organisations for the data needed to discharge its (ORR) functions.
Lichtenstein	
Switzerland	Yes, the “Federal Office of Transport” collects certain data for regional passenger transport. We use them as cross check data. They also collect all the accident data in an incident data base. We incorporate these data for producing the dataset for Annex H. Furthermore, they collect data for the traffic flows on the rail network (according Annex G).
Norway	Yes
Montenegro	Yes. That is “Railway infrastructure Montenegro”.
North Macedonia	There are two companies one railway company for transport and one railway company for infrastructure that collect data on railway transports, the regulatory body does not collect any data on rail transports.
Turkey	By May 2016, there is no separate national regulatory body for the access to rail network in Turkey. Railway infrastructure and operations are under responsibility of Turkish State Railways which is a monopoly. All rail data is collected by Turkish State Railways.
Bosnia and Herzegovina	

2.5.b	If so, do you have access to this data, and do you collaborate? Please explain.
Belgium	
Bulgaria	Yes, if we need any additional information it is provided to us.
Czechia	
Denmark	
Germany	
Estonia	No access
Ireland	
Greece	ELSTAT does not have access to the data of RAR and does not cooperate with the Authority.
Spain	
France	The cooperation has not started, yet. A meeting in scheduled mid-November.
Croatia	The data are available on their website.

Italy	We cooperate to implement the list of rail undertakings which represents the target population for the survey.
Cyprus	
Latvia	
Lithuania	Public company Lithuanian Railways transmit statistical data on goods and passengers transport to NSI.
Luxembourg	
Hungary	
Malta	
Netherlands	
Austria	No direct access. Data can be provided by Schienen-Control GmbH and by Bundesministerium für Verkehr, Innovation und Technologie
Poland	Office of Rail Transport (ORT) presents own survey results on web side. Central Statistical Office (CSO) compared these results with surveys carried out by Office of Rail Transport. The profile of cooperation between CSO and ORT is occasional.
Portugal	Yes, we have access to that data and we have a focal point to contact when we need information.
Romania	
Slovenia	
Slovakia	No
Finland	Yes, the data for RMMS is collected together.
Sweden	
United Kingdom	
Lichtenstein	
Switzerland	We don't have a direct access to their databases; however we do a lot of coordinating work and act closely together with the national regularity body (especially for dataset Annex H and G). They are also allowed to use certain data we get from the questionnaires from the companies. However, they must only use them for their internal use.
Norway	Data from both sources are compared. Discrepancies are discussed bilaterally.
Montenegro	Yes we collaborate; they submit data through annual questionnaires on railway infrastructure and traffic accidents in rail transport.
North Macedonia	
Turkey	
Bosnia and Herzegovina	

3 DATA, COLLECTION COMPILATION AND QUALITY MANAGEMENT

3.1	Are all respondents submitting the required data using electronic form?
Belgium	
Bulgaria	Yes, excel sheets.
Czechia	
Denmark	Yes
Germany	Yes
Estonia	Not all
Ireland	
Greece	Yes, all respondents submit the required data in electronic form, as provided in the Regulation 91/2003.
Spain	All respondents use excels files to submit the required data. These excel files have been specifically designed according to the guidelines.
France	Yes, all respondents are sending their data by e-mail using crypted Excel files
Croatia	No, only the carriers involved in the detailed statistics use electronic form.
Italy	Yes, all respondents fill in every answer of the electronic form.
Cyprus	
Latvia	Yes
Lithuania	Yes
Luxembourg	Yes, in excel format.
Hungary	Yes
Malta	
Netherlands	We get flat text files in any form the enterprise has. We than make it into 1 file for all companies.
Austria	Yes
Poland	Yes
Portugal	No
Romania	The statistical data are collected on-line via eSOP, in concordance with the questionnaire and the methodological approach. The eSOP system on Web Portal for on-line data collection has been designed for processing, checking and aggregating data collected and up-dated in order to allow the collection of statistical information
Slovenia	Yes
Slovakia	Yes
Finland	Excel files are used for data submitting from the operator.
Sweden	We have no web based data collection, only forms in Excel files. No paper forms in use.

United Kingdom	Yes
Lichtenstein	Yes
Switzerland	Yes
Norway	Yes
Montenegro	Yes. The aim of survey of railway transport is collecting, processing and disseminating data on the passengers, goods and infrastructure. The questionnaire is available on the website: http://www.monstat.org/eng/page.php?id=1351&pageid=36 Coverage: Units for surveys are who are in the Statistical Business Register according to the activity classification in Section H (KD 2010) divisions 49 Covered geographical area: The territory of Montenegro Method, time and sources of the data collection: Transport data are collected through regular quarterly and annual surveys, data collection apply to reporting methods. Quarterly and annual reports submitted to the reporting unit relevant statistical services within the time provided in the Annual Plan of Statistical Surveys. Questionnaire and instructions reporting unit receives from the competent statistical services. Statistical Office of Montenegro performs all the tasks of preparing for the proper and successful implementation of survey. For this purpose, perform the following tasks: develops methodology for survey, prepare forms, determines the framework for the selection of the reporting units, the selection of the reporting units and compiles an address list of reporting units, printed material for conducting survey (forms), and submit them to the regional offices that perform distribution patterns in selected enterprises. Regional office of collected material (filled questionnaire) and sent to the same in the Statistical Office of Montenegro data processing. To increase the response rate suggests reminders by mail, email or phone. It is a calculation and logical control in the case of some illogical (large changes in the number of passengers, goods to the previous quarter), contacted the reporting units for verification. Calculation of results: Results transport statistics are presented quantitatively. Indexes transport are calculated as simple indices $P = \frac{pt}{po} * 100 \quad (1)$ P- simple indices; pt - value of the current (selected) period; po - the value of the base period
North Macedonia	SSO is not using electronic form for railway statistics.
Turkey	Turkish State Railways is the only respondent and they submit data by using electronic forms.
Bosnia and Herzegovina	

3.2	Do you provide a specific data reporting interface (excel forms, web based system, etc.)? If not, can you describe the data processing and validation procedures use for reporting to Eurostat?
Belgium	
Bulgaria	We use excel form for reporting and then data are process in local software developed specifically for the survey. Data are reported to Eurostat via E-damis in csv. files
Czechia	
Denmark	Data reporting is done through pre-formatted excel sheet and delivered through an official data reporting web portal with digital authorisation common for all data reporting to government authorities. Foreign companies without a registered Danish subsidiary must send by ordinary e-mail.
Germany	Yes
Estonia	Usually data are transmitted by respondents to Statistics Estonia using electronic forms. Electronic forms include some of the quality checks. Data transmitted using paper forms are also entered to electronic form; it is done by statisticians of Statistics Estonia. Quality checks are made using data validation system. Then the data will be compiled for dissemination in statistical database of Estonia and for transmitting to Eurostat and to other organisations.
Ireland	
Greece	The two companies responsible for the compilation of the data files (TRAINOSE S.A. and OSE S.A.) perform percentage difference (0-20%) and time series validation checks. They provide the data in a CSV format. ELSTAT does not provide a specific interface for that purpose -only accepts the files sent, under the assurance that all possible checks have been performed. If a particular EDIT TOOL is available by Eurostat and could be provided to us for use, we would be happy to have it in order to check and validate the datasets before submitting them.
Spain	Once the excel files are received at INE Spain the microdata are checked according to some validation rules. There are three type of validation rules: - First type: checks the consistency of data, no mandatarly data missing... - Second type: checks the lack of consistency between tables - Third type: checks the values of the annual rates (very high of very low values) When these validations are not fulfilled, companies are re-contacted. The next step is to calculate the aggregates to be sent to Eurostat and finally, validations over the aggregates take place. The validations over the aggregates are the same type as over the microdata.
France	Yes we do provided excel forms , for both passengers and freight data, for quaterly and annual data
Croatia	Data on the railway transport of goods and passengers are collected through regular quarterly and annual surveys in paper form. But carriers involved in the detailed statistics also submitted datasets in the electronic form. Specific IT application has been used for data processing of all annual and five-year datasets and logical and mathematical control and other validation procedures have been used before delivery of datasets to Eurostat.
Italy	The first control level is performed when the respondents fill in the web-questionnaire and assures that all figures are close to the totals. The expert has a back office system to monitor the data collection procedures. When all data are downloaded and stored in the rail database a check procedure starts through a survey management system. For each enterprise are calculated two ratios: journey ratio and loading ratio so it is possible to monitor the distance covered and the quantity of service supplied and update the profiling of the enterprise calculating the performance of the year. A continuous data analysis for tonnes, tkm, pkm, passengers, train-km is performed to highlight the trend and assess the outliers. A call back to the respondent is often necessary to explain if the undertaking has obtained new contracts to sell new transport services increasing its market share.

Cyprus	
Latvia	Latvia has web-based survey form.
Lithuania	NSI provided data to Eurostat via eDAMIS, forms excel.csv
Luxembourg	Yes, an EXCEL files containing the different tables.
Hungary	Yes, we have the special web form questionnaire called "ELEKTRA". All of our questionnaires are on the website and all of our data providers have to fill their questionnaires in on this page. They receive a list of all type of questionnaires that they have to send to HCSO.
Malta	
Netherlands	We check manually if all data is correct.
Austria	Yes Schienengüterverkehrserhebung
Poland	Web based system
Portugal	Yes
Romania	
Slovenia	Excel forms.
Slovakia	Yes
Finland	Excel files are used for data submitting from the operator to Finnish Transport Agency, who converts the data for the required eDamis format.
Sweden	Yes, Excel forms. In the forms for transport, last year's answers are provided for the convenience of data providers and to help initial control of the reporting. When we receive the Excel files, a series of validation procedures begins.
United Kingdom	For collection of data from Network Rail standard data formats have been agreed in a memorandum of understanding. These are processed by ORR's systems, including some automatic validation against business rules, and loaded into a data warehouse. The data ORR collates directly from management systems (e.g. passenger journeys from a ticketing database) is also loaded into this data warehouse. For the small amount of data that is not loaded into the data warehouse (e.g. data from Northern Ireland, safety data) the processing and validation is done manually to identify any obvious errors (e.g. major deviations).
Lichtenstein	No. Only two railway undertakings must give information about transportations on the railway network in Liechtenstein. The undertakings are contacted directly.
Switzerland	Yes, excel form for required data according to Annex A and E. For all other data: web based system (online questionnaire for the companies) with a direct interface to our statistical production tool (Access database).
Norway	From 2019, all data files will be provided through a web-based system.

Montenegro	The data which are required by Eurostat are sent in a special form through the portal eDAMIS. Statistical Office of Montenegro sent data sets: - RAIL_E_Q (since 2012) - RAIL_I_A (since 2013) - RAIL_D_A (since 2013) - RAIL_B_A (since 2013) - RAIL_H_A (since 2014) <u>Comparability of data:</u> Methodology of rail transport survey in line with Eurostat's recommendations (Regulation (EC) No 91/2003) from which it follows the conclusion that the data of this survey geographically comparable, i.e. comparable with the data of the European Union. <u>Metadata can be found on the web address:</u> http://www.monstat.org/eng/page.php?id=1001&pageid=1001
North Macedonia	SSO transmits the transport data via eDamis.
Turkey	TurkStat receives railway data from Turkish State Railways in Excel format there is no other specific interface as web based system. After that data is converted CSV format by TurkStat and sent to Eurostat via edamis portal by TurkStat.
Bosnia and Herzegovina	

3.3.a	Where respondents deliver data (e.g. type of goods), is the classification scheme applied by the respondents in conformity with the requirements of the regulation?
Belgium	
Bulgaria	
Czechia	
Denmark	Yes
Germany	Yes
Estonia	YES, respondents have to use the defined classifications (e.g. type of goods)
Ireland	
Greece	For the delivery of data, the classification scheme applied is in full conformity with the requirements of the regulation.
Spain	The classification scheme applied in the files where the data are collected is in conformity with the requirements of the regulation and the instructions in the guidelines.
France	Yes, the companies are reporting data using a classification scheme coherent with the requirement of the regulation, although it might be at a more detailed level.
Croatia	Yes
Italy	Yes, the classification scheme has a full compliance with the regulations (for ex: for goods the classification is NST/2007).
Cyprus	

Latvia	Yes. Web-based survey form includes all classifications, which are required by Regulation.
Lithuania	Respondent deliver data via electronic questionnaire and e-Statistics system.
Luxembourg	Yes, normally there aren't any problems. But if new nomenclatures have to be used, it is possible that the data transmission is not conform during a short transmission period.
Hungary	Yes
Malta	
Netherlands	We mostly get plain text for the goods. One company has NHM codes that we use.
Austria	No
Poland	NST-2007 Classification (20 groups of goods) on the web based system.
Portugal	
Romania	
Slovenia	Yes, the classification scheme applied by the respondents is in conformity with the requirements of the regulation.
Slovakia	Yes
Finland	The operator has several different classification systems for the data (e.g. type of goods), including the ones required by the regulation.
Sweden	We do not ask about that, so we do not know for sure. We know in general that NHM is used in the railway business and we can help to recode to NST in some cases. Some of the respondents have difficulties in answering all detailed questions, indicating that they either use other classification schemes or does not possess the information at all.
United Kingdom	No
Lichtenstein	Data refer only to simplified reporting
Switzerland	Partly. Some companies deliver data according to their own specific classification and we decode it for the requirements of the regulation.
Norway	Yes
Montenegro	In quarterly report respondents delivered only key variables: number of passengers, passengers kilometres, tones of goods and tone kilometres. In annually report respondents delivered more variables and used classifications: - Classification of Activity (NACE Rev.2) - Classification of goods NST 2007
North Macedonia	Respondents deliver data according the requirements of the regulation, except the data on dangerous goods; the transposition to the RID classification is done by SSO staff.
Turkey	No, the classification scheme applied by the respondents is not in conformity with the requirements of the regulation.
Bosnia and Herzegovina	

3.3.b	If not, which classifications systems are used?
Belgium	
Bulgaria	All respondent deliver data according to the used classification in the Regulation. If they use older version of the classifications (e.g. type of goods) we have provided a codification table for the used nomenclatures.
Czechia	
Denmark	
Germany	
Estonia	For dangerous goods the RID/ADR is used also.
Ireland	
Greece	
Spain	
France	The type of goods classification required by the “code des transports” is the NST 2007 at the four digit level. For origin and destination , depending on the transport and the company we can have either a UIC_code, or Nuts3 or Nuts 2 code
Croatia	
Italy	
Cyprus	
Latvia	
Lithuania	
Luxembourg	
Hungary	
Malta	
Netherlands	Mostly plain text to NST.
Austria	Classifications are: NHM and NST/R Transformation into NST 2007- classification has to be done before transmitting data to Eurostat
Poland	
Portugal	One company deliver data by type of goods according to NST/R
Romania	
Slovenia	
Slovakia	
Finland	
Sweden	NHM

United Kingdom	Goods data is supplied to ORR based on a number of categories that have been agreed between ORR and Network Rail, ORR and freight companies. These are then mapped to the categories in requirement for the regulation.
Lichtenstein	
Switzerland	Mostly international NHM classification or a specific national railway classification system. Sometimes the classification is missing at all or they refer to an older nomenclature (e.g. they deliver the classification of the type of good as 191 instead of 19 what would be correct according to NST2007).
Norway	
Montenegro	
North Macedonia	
Turkey	Type of goods classification of Turkish State Railways is made according to Customs Tariffs codes (HS Codes). So TurkStat converts Customs Tariffs code to NUTS code by using conversion.
Bosnia and Herzegovina	

3.4	Generally, do you have access to information on rail waybill?
Belgium	
Bulgaria	No, we do not have access to such information. If we need the information may be it will be provided to us if we issue an official request to the enterprises.
Czechia	
Denmark	No
Germany	No
Estonia	No access
Ireland	
Greece	ELSTAT does not have access to such data.
Spain	No
France	No , we don't have direct access to information on rail waybill
Croatia	No
Italy	No we have no a direct access to the information of rail waybill
Cyprus	
Latvia	No
Lithuania	NSI don't have accesses to Information on rail waybill have enterprise the Lithuanian Railways.
Luxembourg	No
Hungary	No, we don't have any info concerning rail waybill.

Malta	
Netherlands	We don't have access to the rail waybill.
Austria	No access to the rail waybill Data about transported goods shall always be based on rail waybills in case a rail waybill is available
Poland	No
Portugal	Yes
Romania	We don't have such information
Slovenia	No
Slovakia	The data are calculated from rail waybill.
Finland	No
Sweden	Generally no, but the data we get from the data providers can be based on the rail waybill.
United Kingdom	No
Lichtenstein	No access to the rail waybill Data about transported goods shall always be based on rail waybills in case a rail waybill is available
Switzerland	Currently not. Rail waybill data are probably a part of the database "Cargo Information System", for which we might get access in the near future (see answer to question 2.3).
Norway	No
Montenegro	No
North Macedonia	SSO does not have access to the information on rail waybill.
Turkey	TurkStat have no access to rail waybill but Turkish State Railways can access as they issue waybill.
Bosnia and Herzegovina	

3.4.a	When companies are reporting distances over rail network parts, do you have information on whether the distance is the actual distances or is estimated on the basis of other data, e.g. ticket prices? Did you mean that price of ticket reflects the distance?
Belgium	
Bulgaria	We do not have information for all enterprises, but we assume that most of them use the actual distance. For passenger transport the distance taken is the actual distance between the stations. The ticket prices are calculated on the basis of the distance, not the opposite.
Czechia	
Denmark	Goods transport: actual distance Passenger transport: not entirely sure of the method used in reporting companies
Germany	The distance is the actual distance which is reflected by the price of the ticket (based on standardized information of databases)

Estonia	We do not know exactly, but we check if the distances are real or possible
Ireland	
Greece	When companies are reporting distances over rail network parts, these are the actual distances and not estimated on the basis of other data.
Spain	We don't have such information.
France	For freight transport we trust the reporting distances to be actual distances as the companies are using a distance matrix. For passengers transport, distances are actual distances for travel on high speed trains and most of long distance travels. For commuting trips, especially within the Paris area, distances are model- based estimates.
Croatia	The distance that is used for calculation of passenger kilometres and tonne kilometres is the actual distance. According to information of passenger carrier, price of ticket reflects the distance because the ticket price is determined by classes of passenger-kilometres.
Italy	For goods traffic the actual distance is reported; for passenger the distance is estimated on the origin/destination reported in the ticket.
Cyprus	
Latvia	The distance is the actual distance, not estimated.
Lithuania	No, NSI don't collected this information.
Luxembourg	As far as we know, this is the actual distance.
Hungary	We have our own survey concerning the rail infrastructure. The mentioned distance is correct, there isn't any estimated one. There is the Hungarian Railways Company (MÁV Zrt.) which has data of infrastructure (length of distance by region and county). The price of ticket doesn't reflect the distance in any cases.
Malta	
Netherlands	We get the actual travelled distance.
Austria	The reported distance between two railway stations is the distance for which a purchaser has to pay.
Poland	Tariff distances (ticket prices) are used to calculations pkm by reporting entities. Actually running of trains is used to calculations train-km by respondents.
Portugal	We don't have that information
Romania	"Passenger-km" is the actual distance on ticket prices, according to data of the indicator km
Slovenia	The distance is the actual distances.
Slovakia	Yes
Finland	When the data includes information on distances, shortest distances between origin and destination are used in almost all cases. This is suitable for the Finnish rail network, as in most cases, there are not several paths to choose from.
Sweden	Generally they know the distances. Some data providers ask the Swedish Transport Administration for certain distances before they provide us with data. They can also look for that information in the relevant database at Swedish Transport Administration, because they are authorized users. When we do quality controls we use known distances. Ticket prices do not primarily reflect distances in Sweden.

United Kingdom	Data on distances (actual distance travelled) are recorded in the Network Rail Track Access Billing System (TABS) which covers track where Network Rail is the Network Infrastructure owner and charges for use of.
Lichtenstein	The reported distance between railway stations is the distance for which a purchaser has to pay
Switzerland	Actual distances. At present, there is actually no link between ticket prices and the distances over rail network.
Norway	Passenger distances are estimated using averages. Freight distances are mainly actual.
Montenegro	
North Macedonia	
Turkey	TurkStat have no information about distances or ticket prices but Turkish State Railways have information about the ticket price and distance information for each rail route which is related to each other. Turkish State Railways
Bosnia and Herzegovina	

3.4.b	Do you have access to information on the actual routing of trains (e.g. from the rail network operator)?
Belgium	
Bulgaria	Yes, from the train schedule.
Czechia	
Denmark	No, but there is in practice always only one possible route in the rail network in Denmark
Germany	No
Estonia	No access
Ireland	
Greece	ELSTAT does not have access to information on the actual routing of trains but, if needed, TRAINOSE S.A. could provide these data.
Spain	We don't have such information.
France	No, we don't
Croatia	No
Italy	We do not have access to this information.
Cyprus	
Latvia	No
Lithuania	No, Lithuanian Railways don't collected this information.
Luxembourg	No
Hungary	No, we don't have any information about this question.

Malta	
Netherlands	We have place of loading, place of unloading and distance. No indication of exact route.
Austria	No. Data referring to train-kilometres and to gross-tkm (total weight of train multiplied with actual distance in km) can be provided by Schienen-Control GmbH which has access to data from the rail network operator.
Poland	No
Portugal	No
Romania	
Slovenia	No
Slovakia	No
Finland	Yes, but this information is used only in specific cases.
Sweden	Yes, for the state network.
United Kingdom	No
Lichtenstein	No
Switzerland	We receive a data file from the company which manages the train path for all companies (see answer to question 1.2). However, we only have access to the overall kilometres (aggregate) for each company. There is no detailed listing of specific parts of the network for each company.
Norway	No
Montenegro	
North Macedonia	No
Turkey	TurkStat have no access to information for actual routing but Turkish State Railways can access on the actual routing on live rail tracking information or related rail trip records.
Bosnia and Herzegovina	

3.4.c	If so, do you incorporate this information for quality checks or data corrections? Please describe.
Belgium	
Bulgaria	No
Czechia	
Denmark	
Germany	
Estonia	No
Ireland	

Greece	
Spain	
France	
Croatia	No
Italy	
Cyprus	
Latvia	
Lithuania	
Luxembourg	
Hungary	
Malta	
Netherlands	
Austria	A comparison between reported data of rail way undertakings and data of Schienen-Control GmbH is done regularly.
Poland	No
Portugal	
Romania	
Slovenia	
Slovakia	
Finland	Yes, for quality checks and data corrections. For some freight transports, there is more than one suitable route available and checking has been made to see, what routes are actually used.
Sweden	When we do quality controls we use known distances.
United Kingdom	
Lichtenstein	
Switzerland	Yes, we do cross checks and sometimes corrections for data delivered for dataset Annex A.
Norway	
Montenegro	For all illogical and confusion for the data contacted the reporting units for verification.
North Macedonia	
Turkey	
Bosnia and Herzegovina	

3.5.a	The guidelines for implementation of the regulation (Reference Manual) outline how to derive the type of transport and the true origin as well as the respective destination of a transport. Are the suggested methods applicable in your country?
Belgium	
Bulgaria	All the enterprises are familiar with the requirement of the reference manual and so far we did not encounter any problems in that matter.
Czechia	
Denmark	The way bill is not available for Statistics Denmark but all operators licensed to operate on the Danish rail network are requested to report, also on the type of transport including international and transit. Whether true OD is applied, we cannot be certain of.
Germany	Yes
Estonia	Not exactly
Ireland	
Greece	Yes, they are.
Spain	Taking into account the talks with the respondents we think that the methods are being applied in Spain.
France	For the quarterly data, the type of transport is assigned by the reporting companies. For the annual data, the type of transport is assigned by the reporting companies. However we do have the actual origin, and actual destination at the Uic, Nuts3 or Nuts 2 level that we use to check the coding of the type of transport. We only had one occurrence of a foreign company miscoding an "international incoming" into "international outgoing".
Croatia	Yes
Italy	The suggested method are applicable but it is necessary to consider other case studies: National transport The goods are loaded (railway station x) in the reporting country on a train owned by the rail undertaking A; the train stops at the railway station y where the rail undertaking B made the traction of the train up to the railway station Z without intermediate reloading; in the railway station Z goods are unloaded; the problem is which/how undertakings reports the tonn, tkm: what are the best practices to solve this case? For goods Place of loading (station x) Place of unloading (station Z)
Cyprus	
Latvia	At the moment no. When Regulation came into force Latvia had problems how to apply definitions of type of transport. The data recalculation was carried out to ensure full compliance with Regulation definitions.
Lithuania	Data on rail statistics collected according Reference Manual.
Luxembourg	The data providers know the guidelines for implementation of the regulation. Therefore, Statec considers that's the statistics are produced according to these guidelines.
Hungary	We have general information concerning loading and unloading country in all type of transport. The suggested methods are applicable in our country.
Malta	
Netherlands	

Austria	Information about transported goods shall always be connected with the Rail Waybill.
Poland	No
Portugal	No
Romania	
Slovenia	Yes
Slovakia	Yes
Finland	So far, there has been no need to use these methods.
Sweden	For much of the goods flows it is easy for us to apply the suggested methods. For some flows we must rely on the data providers and they may not have the information needed to apply the methods.
United Kingdom	Most of the data reported by the UK is collected in Network Rail's systems; therefore ORR cannot provide a definitive answer regarding the use of the reference manual
Lichtenstein	Information about transported goods shall always be connected with the Rail waybill
Switzerland	Usually yes.
Norway	No
Montenegro	Yes
North Macedonia	The type of transport is determined by the railway companies.
Turkey	Turkish State Railways declared us that they can apply the regulation easily on type of transport as well as O&D data as all traffic occurs by the operations of state railways where related information is recorded simultaneously on a web based system called Institutional Resource Management System. By this web system O&D and transport type data is entered by railway staff during rail operations and data is stored continuously which is also available to make queries as well.
Bosnia and Herzegovina	

3.5.b	What are the most common problems you encounter in assigning the type of transport?
Belgium	
Bulgaria	
Czechia	
Denmark	
Germany	Sometimes the waybills – in case of frontier-crossing-traffic – refer only to the German rail-network. In these cases it is not possible to receive the correct NUTS-Codes of the true origin or destination stations
Estonia	No big problems
Ireland	
Greece	There are no particular problems encountered in this field.

Spain	
France	
Croatia	The main problem for data provider in assigning the type of transport is in understanding between the origin / destination of the goods and place of loading / unloading on rail vehicle especially in transport through the river and sea ports.
Italy	It is necessary to better identify the international transport: For ex: the good A origin Cairus – Egypt is unloaded in the Italian port of Trieste and loaded in the train for Milan This one can be considered a national journey: place of loading and unloading are both in Italy but the goods loading place (origin) is abroad We have to follow the train journey from a railways station n.1 to another place of unloading (railway station n.2) or the good journey?
Cyprus	
Latvia	No problems
Lithuania	Don't know.
Luxembourg	
Hungary	
Malta	
Netherlands	We know where a train starts and where it stops. We don't have any shunting information.
Austria	The assignment of type of transport is connected with information on the rail waybill. If a transport is done by more than one railway undertaking the assignment of the type of transport might be difficult if railway undertakings, which are involved in a transport, do not have the same information about the place of loading or unloading. Contractors do not have always all the required information because it might be that purchasers do not give all necessary information to the contractors which have to report to Statistics Austria. If several railway undertakings work together when transporting goods it is necessary to get detail information about transported goods to avoid a double counting of tonnes. Concerning the assignment to the type of transport also detail information is needed about the cooperation of railway undertakings and their shared transportation.
Poland	Problem with transit data and trans-shipment from large gauge to standard gauge, because according to national methodology above mentioned operation is classified as transit data. Moreover, according to Eurostat methodology, these data are included to export or import (no as trans-shipment).
Portugal	We don't have problems in assigning the type of transport.
Romania	
Slovenia	
Slovakia	
Finland	So far, there are no major problems to report.
Sweden	Probably the most common problem is that we overestimate national transport and underestimate international. For international transport we may have wrong origin/destination (not the final).
United Kingdom	

Lichtenstein	
Switzerland	Swiss companies have sometimes different definitions of national, incoming, outgoing and transit trains (specific IT-tools, operational vs. commercial view), which is not entirely consistent with the Eurostat definition. E.g. they refer train-number, not to waybill. If an incoming train changes its train number at the boarder station, they consider that case as a national train, not an incoming traffic (correct from the point of view of the goods transported). Furthermore, some difficulties in railway section close to the boarder occur for certain companies (e.g. problems with the correct assignment of the border line according to the territorial principle).
Norway	Railway operators report that they do not have this information.
Montenegro	
North Macedonia	The railway companies have no problems in assigning the type of transport.
Turkey	No specific problem is declared by Turkish State Railways.
Bosnia and Herzegovina	

3.6	Do you have information on how the respondents are deriving the number of passengers? Please explain.
Belgium	
Bulgaria	The number of passenger is derived on the basis of the information from ticket sales.
Czechia	
Denmark	No
Germany	It is a mixture: number of ticket-sales / interviews / estimations
Estonia	The number of passengers is calculated using the information of ticket sales and some calculations are made to include passengers, who have permission for free journey. The exact methodology is not available for Statistics Estonia.
Ireland	
Greece	There are various types of tickets involved. So, in order to derive the number of passengers, the respondent sums up the number of electronic and on-line tickets as well as the number of tickets sold inside the train during the journey along with any other type of tickets. There is an issue though regarding seasonal tickets because the respondent is unable to provide the exact number of journeys made by passengers using seasonal tickets, so these trips are based on estimations.

Spain	When deriving the number of passengers sold tickets are used. There are two types of tickets: with or without seat reservation. • With seat reservation: In this case there is a correspondence between the ticket and the passenger, which makes it possible to obtain information about the number of passengers by just counting the tickets. • Without seat reservation: A distinction should be made between: • Tickets and “travel cards” (tickets that allows a passenger to take either a certain number of pre-purchased trips or unlimited trips within a fixed period of time) that has to be validated, with turnstiles and validating machines. It makes possible to count the number of passengers and trips. • Travel cards, valid for a fixed period of time and unlimited trips, that don’t have to be validated. With the aim of establishing the number of passengers/trips, some algorithms have been included that count the number of trips per travel card.
France	Numbers of passengers in high speed train travels and most long distance travels are derived from ticket information as reservation is compulsory even if the client have a seasonal ticket. For commuting trips, especially within the Paris area, numbers of passengers are model- based estimates.
Croatia	Yes, national transport includes electronic and paper tickets for national transport, additional tickets purchased on the train, tickets for the separate companies for transportation to work and urban and suburban transport. International transport includes outgoing, incoming and agency trains. The data on international passengers are obtained on the basis of tickets sold abroad or on the calculation of ticket sales from foreign railway companies.
Italy	The information on passenger trips are based on the sales of tickets.
Cyprus	
Latvia	No
Lithuania	Information on the number of passengers is based on the sales of tickets.
Luxembourg	The number of passengers is estimated from counting which are carried out periodically.
Hungary	We get data from our data providers. They collect their own data concerning the number of passengers, especially from sales of tickets.
Malta	
Netherlands	We don’t have any good idea where this information comes from. Its model based with input of train tickets and measures in trains.

Austria	Railway companies with more than 100 million passenger-kilometres per year must send quarterly data directly to Statistics Austria. Currently, this only concerns the Austrian Federal Railways (ÖBB) and two private companies. Data of the remaining respondents are delivered annually by the Schienen- Control GmbH. The private railway companies mentioned derive passenger count and passenger-kilometres from the number of tickets sold. For single-journey tickets source-destination relations can be collected automatically at the ticket validation machine. For journeys with seasonal tickets, passenger count and source-destination relations are recorded by the railway personal. The Austrian Federal Railways company uses several different methods for counting passenger numbers: • A nationwide manual count of embarked and disembarked passengers per train. Implemented several times a year; • Ticket sales statistics; • Passenger-counts collected by the train personal; and • Data from Transport Associations The methods and data sources described above are combined, and if necessary extrapolated. For assessing the type of transport passengers are counted at border crossings. The recorded count is then divided up into incoming, outgoing and transit based on proportions calculated from journeys with known source-destination relations. Statistics Austria does not have detailed information on the quality of the data provided by the railway companies; however, as the collected data are also used for dividing up profits from transport-association-tickets, there is a high commercial incentive on the side of the railway companies to keep data quality high.
Poland	Respondents sent to CSO data on number of passengers on basis of the sales of tickets.
Portugal	The numbers of passengers are based on the sales of tickets.
Romania	"Number of passengers" = the passengers embarked, represents the travelers making a trip, using only one train from a certain category
Slovenia	
Slovakia	From number of sales tickets
Finland	For long distance traffic, the number of passengers is based on ticket sales. For urban and regional traffic, automatic passenger counting data is also used in addition to ticket sales data.
Sweden	No, we do not ask about that information. We have some indications that they use ticket sales or automatic/manual travel surveys.
United Kingdom	Yes. Passenger numbers are derived from the UK's rail ticketing and revenue data and extracted directly by ORR.
Lichtenstein	
Switzerland	There exist different methods of deriving this number: Approx. 13 companies take part of centralized system, run by the « Swiss Federal Railway », which calculates the number of passengers based on an extrapolation. Other companies have automatic passenger counting systems in the train (mostly they only count people entering a train). A view small companies do some manual counting of passengers When we get the data from the surveys, we calculate a certain factor of the total number in order to avoid that people are counted several times when they change the train.
Norway	Yes. Historically, the number of passengers was derived from ticket sales. Recently, respondents are switching to using automatic counting with on-board sensors.
Montenegro	Based on record sales of tickets.

North Macedonia	According the number of tickets.
Turkey	Turkish State Railways derive passenger figures by ticket sales data obtained from ticket boxes at stations, ticket selling agencies, seasonal and annual rail ticket subscriptions. Passenger data does not include cancelled trips unless passenger cancels the tickets before rail trip.
Bosnia and Herzegovina	

3.7	When the information on passenger trips is based on the sales of tickets, do you know how the number of trips is calculated especially considering seasonal tickets? (e.g. Tickets valid for a month)
Belgium	
Bulgaria	Depending on the validity period of the card a certain number of trips are assigned. For example, for a card with one-month validation period 50 trips (passengers) are attributed.
Czechia	
Denmark	No
Germany	Seasonal tickets: only for pupils and students
Estonia	No, the exact methodology is not available for Statistics Estonia.
Ireland	
Greece	As mentioned above in 3.6, there is an issue regarding seasonal tickets because the respondent cannot provide the exact number of journeys made by the passengers who use seasonal tickets. A model is used for the breakdown of the journeys by seasonal tickets among the various transportation modes and the estimations thereof.
Spain	This information is provided in 3.6.
France	The model used by the rail way company to estimates the numbers of passengers within the Paris area incorporates three types of information: - actual counts of loading and unloading of passengers in rail stations. The counting operations are occurring at a given date, different for every station but each and every station is supposed to host a counting operation in a time span of five years or so. - number of ticket validations , including seasonal tickets, in all the stations of the network , for each and every day - 2010 Passengers Mobility Survey
Croatia	Calculation is based on the number of sold tickets and bus/tram/rail passes for the urban and suburban transport with conventional rail vehicles. Formula for estimation of number of passengers with bus/tram/rail passes is number of passes multiplies by number of trips (44 trips for one month).
Italy	No we don't know the number of trips.
Cyprus	
Latvia	Each type of seasonal ticket has constant number of trips and it is used to calculate total number of passengers.
Lithuania	Information on passengers trips is calculated according national special transportation regulations. Calculated fixed-term tickets (10- 20, 30, 60, 90 -calendar day ticket and other). e.g.a fixed-term 10-calendar day ticket, for one trip shall be applied a 35 per cent discount (calculated 10 trips to one side of the route chosen, 20 trips to both sides).

Luxembourg	The information is exclusively based on counting.
Hungary	In suburban area there are daily, monthly and annually tickets, so seasonal ticket can be calculated after the sales of tickets (in summer holiday the sales of tickets of students is visibly reduced). Normally we do not have any information concerning seasonal passenger trips.
Malta	
Netherlands	See above. (cf. 3.6)
Austria	As mentioned in 3.6, for journeys with seasonal tickets, passenger count and source-destination relations are recorded by the railway personal and extrapolated.
Poland	We do not know the number of trips, which is a calculated seasonal ticket.
Portugal	We don't have that type of tickets in heavy rail transport.
Romania	It is considered that are made two trips, round trip daily, for a monthly average of 21 working days, so the number of passengers embarked for each monthly tickets is 42; It is considered that are made two trips, round trip daily, for a monthly average of 21 working days, so the number of passengers embarked for each monthly tickets with 50% discount is 42; It is considered that are made two trips, round trip daily, for 6 days, so the number of passengers embarked for each weekly tickets is 12; It is considered that are made two trips, round trip daily, for 5 days, so the number of passengers embarked for each 5 days tickets is 10; It is considered that are made two trips, round trip daily, for 10 days, so the number of passengers embarked for each 10 days tickets is 20; It is considered that are made two trips, round trip daily, for 15 days, so the number of passengers embarked for each 15 days tickets is 30;
Slovenia	For one-way monthly ticket it is calculated 25 trips per month, for return monthly ticket it is calculated 50 trips per month.
Slovakia	Yes
Finland	Yes, there are specific values (trips/month) used in order to calculate seasonal number of trips, based on passenger surveys.
Sweden	No, we do not ask about that information.
United Kingdom	Yes. The ticketing and revenue database makes assumptions about the number of passengers/journeys made on each ticket sold; e.g. one for a single, two for a return, multiple journeys for various lengths of season ticket.
Lichtenstein	In general the values determined are based on extrapolations and other parameters.
Switzerland	No counting on the base of the tickets available according to our information.
Norway	No
Montenegro	No
North Macedonia	SSO has no access in this information; the calculation is done by the railway company.
Turkey	This varies by type of train. If it is a High Speed Train, seasonal ticket holders must take a paper ticket by showing their seasonal ticket from box offices, so for HST seasonal passenger's trips can be counted individually. For all other trains (conventional trains, etc.) the number of trips of seasonal ticket holders is not available as date of the ticket is decisive for the validity of ticket.
Bosnia and Herzegovina	

3.8.a	Are there particular problems involved with the collection of the required data on freight transport stemming from the layout of the regulation?
Belgium	
Bulgaria	No
Czechia	
Denmark	Collection of data from foreign companies is often time consuming to set up and in some cases, the detection of these companies are delayed.
Germany	After the provision of an updated NUTS-Code – nomenclature by Eurostat the regional attribution of data has been facilitated (mainly for annex F)
Estonia	No big problems
Ireland	
Greece	There are no particular problems encountered in this field.
Spain	According to the respondents, the most difficult table to fulfil is “Table A2: goods transported by type of goods” because they need to convert the data in their database, based in NHM nomenclature, to the groupings indicated in the Regulation.
France	No
Croatia	No
Italy	
Cyprus	
Latvia	No problems
Lithuania	No.
Luxembourg	No, only problems with the timeliness.
Hungary	No, there isn't.
Malta	
Netherlands	
Austria	Not yet. In future problems could arise if detail data about transportations might be missing.
Poland	No
Portugal	No
Romania	The respondents can provide us data at NUTS 2 level (annex F2) for international goods transport
Slovenia	No particular problems.
Slovakia	No
Finland	No
Sweden	For some types of transport, like intermodal, it is difficult for the data providers to specify type of goods. It is not in their interest to collect that information in all cases.
United Kingdom	
Lichtenstein	No

Switzerland	No. (Remark: Sometimes missing of data: e.g. some companies are not able to deliver the number of TEU.)
Norway	No
Montenegro	
North Macedonia	Some problems occur when data on dangerous goods have to be calculated and regional data calculation due to the lack of data on the number of disembarked passengers by railway stations.
Turkey	No specific problems.
Bosnia and Herzegovina	

3.8.b	Do you have suggestions for improvement?
Belgium	
Bulgaria	
Czechia	
Denmark	Since data requirements are the same for all countries, it would be helpful if each country in dealing with national enterprises with international activity reminded these enterprises that the data collected for national purposes, are also required in the other countries, they operate in and give contact information on the responsible NSIs in other countries. So, no joint data collection should be established, but just a reminder to the enterprise that the data is needed elsewhere.
Germany	No
Estonia	No
Ireland	
Greece	
Spain	
France	
Croatia	No
Italy	
Cyprus	
Latvia	
Lithuania	No
Luxembourg	
Hungary	
Malta	
Netherlands	
Austria	No, purchasers cannot be pledged to give all the information to the contractors that are needed to create statistics.

Poland	No
Portugal	No
Romania	We will continue to discuss with our respondents to obtain data at NUTS 2 level for international goods transport
Slovenia	
Slovakia	
Finland	No
Sweden	
United Kingdom	
Lichtenstein	No
Switzerland	No. We programmed and customised our database based on the list of requirements of the regulation.
Norway	
Montenegro	
North Macedonia	No
Turkey	No
Bosnia and Herzegovina	

3.9.a	Are there particular problems involved with the collection of the required data on passenger transport stemming from 'format of the requested tables in the regulation?
Belgium	
Bulgaria	No
Czechia	
Denmark	Collection of international transport at NUTS-2 level every fifth year creates problems since the data are not readily available to the enterprises.
Germany	No
Estonia	No
Ireland	
Greece	No, there are no problems of this kind.
Spain	No
France	No
Croatia	No
Italy	
Cyprus	

Latvia	No problems
Lithuania	No.
Luxembourg	No, as far as we know.
Hungary	No, there aren't.
Malta	
Netherlands	
Austria	No
Poland	No
Portugal	No
Romania	The respondents can provide us data at NUTS 2 level (annex F3,F4) for national passenger transport
Slovenia	No particular problems.
Slovakia	No
Finland	No
Sweden	
United Kingdom	No
Lichtenstein	No
Switzerland	Some modelling by us needs to be done for the international traffic (passenger, passenger-km).
Norway	No
Montenegro	
North Macedonia	No
Turkey	No
Bosnia and Herzegovina	

3.9.b	Do you have suggestions for improvement?
Belgium	
Bulgaria	
Czechia	
Denmark	
Germany	
Estonia	No
Ireland	

Greece	
Spain	
France	
Croatia	No
Italy	
Cyprus	
Latvia	
Lithuania	No
Luxembourg	
Hungary	
Malta	
Netherlands	
Austria	No
Poland	No
Portugal	No
Romania	We will continue to discuss with our respondents to obtain data at NUTS 2 level for national passenger transport
Slovenia	
Slovakia	
Finland	No
Sweden	
United Kingdom	
Lichtenstein	
Switzerland	No. An important output file of our production system refers to the required format of the tables in the regulation.
Norway	
Montenegro	
North Macedonia	
Turkey	No
Bosnia and Herzegovina	

3.10.a	Which kind of consistency checks do you perform on the data reported by the railway undertakings? Please explain
Belgium	
Bulgaria	We make all the inter dataset checks and also perform checks on consistency over time.
Czechia	
Denmark	Data are mostly validated at enterprise level comparing data with previously reported data. Large deviations on values (tonnes/passengers, tkm/pkm, vkm) are checked as well as major differences in distribution on type of transport, regions, types of goods.
Germany	For every reference period electronic plausibility checks are applied to verify the consistency of the data of the delivered items.
Estonia	Different logical and other quality checks are made using data validation system. Also checks comparing the data with previous period.
Ireland	
Greece	ELSTAT does not perform consistency checks on the data reported by the railway undertakings. Nonetheless, always asks from the respondents a confirmation that all possible checks have been performed.
Spain	The checks performed on the data reported to Eurostat are the ones included in the Reference Manual.
France	Our consistency checks are basic. We check the consistency of evolutions over time, from quarter to quarter, from previous year quarter to current quarter, and for annual data we check consistency with the sum of the four quarters and differences with last year data. We also check for the likelihood of distances (Tkm/t) or train average load (Tkm/train-km). When in doubt we contact the railways companies for confirmation or comments.
Croatia	We are conducting logical and mathematical controls in IT application, data verification to the coding system and comparison of data with previous periods.
Italy	We calculate for each rail undertaking the loading index and the distance index; we analyse both the variations of the indexes to test changes in train formation or in the distance performed, then we assess the profile of the enterprise over time and evaluate the trend of overall performance (tonn-km).
Cyprus	
Latvia	The data reported by the railway undertakings are validated mathematically and logically. Latvia still uses GENEDI to validate datasets before they are transmitted to Eurostat.
Lithuania	Statistical data control requirements are set in the survey programming technical task. Results are compared against those obtained in the previous period and the respective period of the previous year.
Luxembourg	There is no specific consistency checks carried out. Statec checks only the consistency over several time periods and asks explanations if figures seem to be dubious.
Hungary	We have our quarterly and annually survey, so for the reference period Quarter I-IV should be equal to the total of annually data (e.g. 2015 QI-OIV (quarterly survey) = 2015 total (annually survey))
Malta	
Netherlands	We look at the consistency of a company through time and if a rail shuttle service has been added or stopped.

Austria	Data are checked to their completeness. Criteria and their characteristics are connected in a complex combination. The check of plausibility includes 43 possible errors. If errors are detected corrections are done. Results of a reference year are also compared with the results of previous years referring to each reporting railway undertaking.
Poland	The web based system includes validation of data and metadata. Questionable data are explained by entities.
Portugal	Year-by-year analysis and other sources, like “Integrated business account system”.
Romania	Several consistency checks are already integrated in the on-line system (eSOP) , also exist checks when we import data from eSOP in our database
Slovenia	Logical controls, comparison with previous years.
Slovakia	Consistency between Annex E and Annex A and Annex E and Annex C.
Finland	Different sets of data are cross-checked, including the data which cannot be published, like origin-destination matrices.
Sweden	We do lot of checks based on long experience of the investigation. Some examples: • Mean transport length • Mean goods weight • Level of density • Mean gross tonnes and net tonnes per train • Mean number of passengers per train Checks of what is reasonable are undertaken both per railway company and on aggregate level.
United Kingdom	Very little data is collected direct from railway undertakings in the UK, as most are collected by Network Rail’s recording and reporting systems. ORR performs checks against business rules for data loaded into the warehouse to check for correctness (e.g. plausible values such as percentages between 0-100) and where possible checks data against previous data supplied to ensure all data seem realistic given previous reports.
Lichtenstein	Results of a reference year are compared with the results of previous years referring to each reporting railway undertaking.
Switzerland	- Online questionnaire: several consistency checks are already integrated in the tool (e.g. companies cannot send the form with blank or completely wrong fields). In a second step, there exist additional checks when we import the dataset from the surveys in our statistical productions system. Furthermore, we undertake different plausibility checks, i.e. look for large differences / gaps compared with the previous available year. Furthermore, specified validation rules (deviation) are in place. We also use automatic cross-checks between different reported variables (e.g. train-km and energy) with help of specified templates and formulas on excel (e.g. warnings). - For the detailed reporting on goods on transport (Annex A) we calculate some specific key figures per company, such as “medium distance” or “medium weight per intermodal transport unit”, consistency checks with delivered quarterly data according to Annex E and others.
Norway	Data is checked for consistency with annual developments. All sums must be consistent.
Montenegro	
North Macedonia	Data consistency is checked with the previous year data from the railway company.
Turkey	Change rates with previous years are checked by TurkStat by using the threshold criteria of Eurostat data checks for relevant data sets. Change rates exceeding thresholds are asked to Turkish State Railways for explanation or correction.
Bosnia and Herzegovina	

3.10.b	Do you use other statistics (e.g. national accounting, certain economic indicators,) for consistency checks? Please explain.
Belgium	
Bulgaria	For the moment we do not used such data for quality checks.
Czechia	
Denmark	No
Germany	No
Estonia	We use the quarterly data of STS (or annual SBS) for checks (to compare growth or decline). Those data are used also for national accounts calculations.
Ireland	
Greece	No, ELSTAT does not perform such checks in general, except in cases where remarkable changes are being observed in order to seek possible explanations. In these cases, data regarding road freight transport statistics and imports-exports have been utilized for comparative analysis. In any case, it would be interesting to know how other statistics could be utilized or how other countries perform checks of this kind.
Spain	No
France	
Croatia	No
Italy	We use many different indicators to understand the economic outlook evolution over time; For ex GDP, industrial turnover, industrial production index.
Cyprus	
Latvia	Once a quarter the data reported by the railway undertakings are compared with data, which has rail concern (mother-company).
Lithuania	No
Luxembourg	No
Hungary	
Malta	
Netherlands	No
Austria	A comparison between the results of Statistics Austria and available data at Schienen-Control GmbH, which is responsible to observe the railway market, is done.
Poland	No
Portugal	Yes, we can use economic information from "Integrated business account system".
Romania	
Slovenia	No, we do not use other statistics for consistency checks.
Slovakia	
Finland	No

Sweden	Yes, industrial production statistics of certain commodities, to see if changes of transported goods levels are in line with change of production levels.
United Kingdom	
Lichtenstein	No
Switzerland	No, not for consistency checks (see answers above). However, we add some economical indices (e.g. producer price index for goods transported or consumer price index for public transport rail and road) in our online publications. These data derive from other units and departments in the NSI.
Norway	Trends in railway transport are compared to changes in other modes of transport and the general economic growth.
Montenegro	Coherence of rail transport survey from the other reference surveys of the transport. This is the only survey on transport of goods and passengers in rail transport, so it's hard to get a direct reference data for comparison. All transport surveys except from other road transport include enterprises with 5 or more employees who are in a Statistical Business Register classification in Section H of the Classification of Activities (NACE Rev.2), divisions 49, 50, 51, 52, 53. Data from other areas to the transport used to cross-check the data.
North Macedonia	No
Turkey	TurkStat does not use other statistics but Turkish State Railways use their data for checking traffic data (revenues, train trips and frequencies, distances, etc.)
Bosnia and Herzegovina	

4 DISSEMINATION AND TARGET GROUP

4.1.a	Do you have any suggestions for improving the publication of data collected under Reg. (EC) 91/2003 (e.g. additional indicators, links with other statistics)?
Belgium	
Bulgaria	No
Czechia	
Denmark	No
Germany	No
Estonia	No
Ireland	
Greece	No, we don't.
Spain	No
France	
Croatia	No
Italy	It would be important to compare rail traffic data with other transport modes at a regional level
Cyprus	
Latvia	
Lithuania	No
Luxembourg	No
Hungary	
Malta	
Netherlands	No
Austria	
Poland	No
Portugal	No
Romania	
Slovenia	
Slovakia	Would be appropriate to EUROSTAT prepare the territorial matrix of foreign operators according to country.
Finland	No
Sweden	We have suggested maintaining and following a publication calendar for European statistics, in order to adapt to the European Statistics Code of Practice.
United Kingdom	
Lichtenstein	

Switzerland	Not regarding the content. However, a schedule with the exact publication date on the Eurostat data explorer would be useful.
Norway	
Montenegro	
North Macedonia	No
Turkey	Turkish State Railways asks for any possibility for Eurostat to publish European rail accident data earlier than 2 years as they use Eurostat as a reference.
Bosnia and Herzegovina	

4.1.b	Do you use Eurostat data at national level? If so, which information in particular?
Belgium	
Bulgaria	Mostly data for other countries is used in order to see how the railway transport is developing in the other countries.
Czechia	
Denmark	Data collected for Eurostat are also published nationally.
Germany	No
Estonia	Yes, we use the Eurostat database and statistics explained articles for EU overviews in our country.
Ireland	
Greece	No, we don't and we are not aware whether other authorities use them.
Spain	Spanish and Portuguese freight transport data are used in the publication "The Iberian Peninsula in figures".
France	
Croatia	Yes, mirror checks statistics for analysis and finding eventually discrepancies.
Italy	
Cyprus	
Latvia	Yes. Tkm by EU countries.
Lithuania	Statistical information on goods and passengers are used Eurostat data in national publications.
Luxembourg	We use Eurostat's figures in case of requirements by users
Hungary	We use Eurostat data for comparing it with our one. We also use Eurostat data in our Annual Publication and our also annual Publication of Sustainable Development.
Malta	
Netherlands	No

Austria	Data at national level are in detail available in Austria. Eurostat data are useful to show the development of transported goods or transported passengers on the rail network in Europe. The development concerning the several modes of transport also can be depicted.
Poland	Yes, for national users. Data on transport statistics, of which rail transport is published by the CSO in annual publication "Transport – Activity results" available on the CSO web-side
Portugal	No
Romania	We use data from Eurostat database for complete data sets on sustainable development and for compare with the other EU states on freight transport
Slovenia	
Slovakia	Yearbook of transport – Selected indicators in railway transport– tons, passengers for all country
Finland	Transport data.
Sweden	We publish most of the data sent to Eurostat, in our national publications. We turn to the Eurostat database when we need to do comparisons with other countries. We also advice users there, if they ask us for international statistics.
United Kingdom	ORR uses some Eurostat statistics for benchmarking in its statistical releases, in particular passenger journeys/kilometres and also freight data.
Lichtenstein	
Switzerland	Sometimes for our own purpose (comparisons etc.).
Norway	Eurostat data is used for special publications and analyses on European transport.
Montenegro	
North Macedonia	No
Turkey	TurkStat does not use Eurostat data at national level but Turkish State Railways use Eurostat data for the international comparison of passenger and freight performance over years.
Bosnia and Herzegovina	

4.2	Can you indicate any specific users or institutions of data produced and published under Reg. (EC) 643/2018?
Belgium	
Bulgaria	Ministry of transport, Railway operators, Ministry of regional development
Czechia	
Denmark	No
Germany	Deutsche Bahn
Estonia	For GDP calculation, press, OECD, banks ...
Ireland	
Greece	Unfortunately, we cannot.
Spain	The Spanish Security Railway Agency.
France	
Croatia	National regulatory body responsible for the access to the rail network, Ministry of transport, journalist and other users (students, pupils, etc.)
Italy	The Ministry for transport use all data produced under Reg. (EC) 91/2003.
Cyprus	
Latvia	No
Lithuania	The main user of statistical information is Lithuania Ministry of Transport.
Luxembourg	No
Hungary	Institute for Transport Sciences non-profit Ltd. (KTI) also use our data and can see the Eurostat data.
Malta	
Netherlands	Yes. Because of the small amounts of goods transported and the many players involved in railfreight transport, at an aggregated level as 91/2003 some data can be indicate specific users.
Austria	Bundesministerium für Verkehr, Innovation und Technologie, Schienen-Control GmbH
Poland	Rail enterprises, Office of Rail Transport
Portugal	PORDATA
Romania	Institutions who use our data published under Reg. (EC) 91/2003: The public administration, members of the parliament, the companies of the public transport, universities, the railway companies, other statistical institutions, etc.
Slovenia	Slovenian environment agency, Urban Planning Institute of the republic of Slovenia.
Slovakia	Statistical Office of the Slovak Republic prepared railway transport data for web Ministry of transport SR.
Finland	We have not monitored the use of the data.
Sweden	Transport Analysis, Swedish Transport Administration, other state agencies, trade associations, railway companies, universities, and media.
United Kingdom	

Lichtenstein	
Switzerland	Institutions and people who use our data published under Reg. (EC) 91/2003: • Public administration in general • Members of the parliament / politics • Swiss union of the companies of the public transport • Other associations / industry • Universities • Students (e.g. for their graduate thesis) • Information service about national public transport (www.litra.ch) • "Swiss Federal Railway" and other big railway companies • Other statistical institutions on national or regional level. • External contractors (e.g. company which conducted the study of implementing the "German Approach" in the intermodal traffic in Switzerland). • Probably other intuitions as well (not known by name).
Norway	The Norwegian Railway Directorate, The Ministry of Transport, The Norwegian Centre for Transport Research
Montenegro	International data users: Eurostat; ITF; UNECE. National data users: Ministry of Finance, Ministry of Economy, Chamber of Commerce, research institutions, companies engaged in transport, statistics of national accounts, and other sectors inside MONSTAT, as well as general public.
North Macedonia	The regulatory body for railway transports and the Ministry of transport and communication.
Turkey	Transport Ministry of Turkey, Universities, researchers
Bosnia and Herzegovina	

5 ASSESSMENT OF THE REGULATION AND COMPLIANCE

5.1.a	Can you estimate the resources needed at by your NSI for the implementation of Reg. (EC) 91/2003? (man-days/ year)
Belgium	
Bulgaria	No
Czechia	
Denmark	Approx. 100 man-days
Germany	365 man days
Estonia	The total cost of statistical work (Railway transport) is 9000 euros per year. For this statistical work NSI spent around 1200 working hours per year (150 working days per year) in 2015.
Ireland	
Greece	The estimated resources amount to 5-6 man-days/year, considering all procedures involved.
Spain	2 people part time.

France	250 man-days/year
Croatia	For the time being we are not calculate the cost of human resources.
Italy	The resources needed to implement the rail transport survey are two.
Cyprus	
Latvia	No
Lithuania	Yes
Luxembourg	0.15 man/year
Hungary	It is 174 man-days/year (concerning quarterly and annually data collection and also publication writing)
Malta	
Netherlands	About 200 man-days/year
Austria	Not available.
Poland	2 person/year
Portugal	10 days/year
Romania	
Slovenia	60 man-days / year
Slovakia	Yes (personalized timesheet)
Finland	For Finland, we have had only one railway operator so far and this has reduced the needed resources compare to many other countries.
Sweden	Our NSI is Statistics Sweden. They are not involved in this production. We have no estimation of our own resources divided into national needs and needs for the regulation. The total use of man-hours within our agency for railway, subway and tramway statistics was for 2015 about 300 hours. That includes both national and international statistics.
United Kingdom	Approximately 20 man days per year of ORR staff time. Note ORR is only the final stage of the process so the actual cost of implementing the regulation would be much higher across all stakeholders. See answer to 5.2 - a) for more information.
Lichtenstein	Not available
Switzerland	Approx. 80 man-days / year. For additional variables for the 5-year survey 20 - 30 days / year extra. (Depending on which task exactly you consider in this sense. Data collection, coding and preparation in the narrow sense? Ongoing collaboration with the companies in general?)
Norway	40 days

Montenegro	The organization, preparation and conducting of survey, as well as data processing, are performed by the Statistical Office of Montenegro. The Department of business statistics and short-term indicators in area of the transport statistics has permanent employed one person - statistician. Statistician prepares methodology, questionnaire, controls data, data entry, analysis and publication of data. During realization of the survey on rail transport, appears the cost covered by MONSTAT and burden burned by the reporting unit (enterprise). Financial resources required for the implementation of survey according Annual plan of official statistics. Burden for the company when completing the questionnaire of the rail transport, can be represented by the number of minutes required for completing the questionnaire. Burden for reporting units is presented in the table below. <u>Table No 1:</u> Average, maximum and minimum burden value of the company when completing the questionnaire (expressed in minutes for quarterly questionnaire) in 2015 Burden in 2015 (minutes per questionnaire) <table><tr><td></td><td>Average</td><td>minimum</td><td>maximum</td></tr><tr><td>Rail transport</td><td>25</td><td>15</td><td>30</td></tr></table>		Average	minimum	maximum	Rail transport	25	15	30
	Average	minimum	maximum						
Rail transport	25	15	30						
North Macedonia	No								
Turkey	At TurkStat there is one staff/ year to check and send Turkish State Railways' data to Eurostat.								
Bosnia and Herzegovina									

5.1.b	Do you have suggestions for reducing these resources?
Belgium	
Bulgaria	
Czechia	
Denmark	
Germany	No
Estonia	No special opportunity. A part of the study (monthly) may be omitted in order to reduce costs. Monthly data are collected for OECD (ITF) and national users.
Ireland	
Greece	No, we don't.
Spain	
France	
Croatia	No
Italy	Further downsizing will not guaranty the quality of data.
Cyprus	
Latvia	No
Lithuania	No

Luxembourg	No
Hungary	I would prefer to reduce the administration burden.
Malta	
Netherlands	No
Austria	
Poland	No
Portugal	No
Romania	
Slovenia	
Slovakia	
Finland	No
Sweden	
United Kingdom	
Lichtenstein	
Switzerland	The main part of these resources concerns Annex A (difficulties in data collection, quality standard unsatisfactory and other issues). Some companies simply don't have the required variables available in their IT systems. If the threshold value for today's Annex A and C will really be decreased, our work load would increase substantially. This increased coordination work would probably not lead to a higher quality on data at the end of the day.
Norway	Not within the current reporting requirements.
Montenegro	
North Macedonia	No
Turkey	No
Bosnia and Herzegovina	

5.2.a	Can you estimate the burden on the respondents in connection with the regulation (man-days/year)?
Belgium	
Bulgaria	No
Czechia	
Denmark	No
Germany	It depends on the structure and quality of the software and data-bases of the railway undertakings. Basically large companies are better equipped (more sophisticated tools, applications, more staff etc.)
Estonia	According to the survey of time spent for completing questionnaires, there was spent 18 days per year (all respondents together) for rail transport statistics survey. It is 2.25 days per respondent per year.

Ireland	
Greece	The estimated burden for the respondents amounts to an average of 50 man-days/year.
Spain	According to the respondents, the burden is more or less the work of one person during one week within one year.
France	We estimate the total response burden of the railways companies to be above 400 man-days / year
Croatia	Burden of reporting units is not known.
Italy	
Cyprus	
Latvia	No
Lithuania	Yes
Luxembourg	No, this is unknown. Nevertheless we think that the figures should be available in the companies.
Hungary	
Malta	
Netherlands	4 man-days / year
Austria	Information about the burdens on respondents is available for Civil Aviation Statistics, Inland Waterway Statistics and Railway Statistics together 2010 - 2014. No information available about certain Statistics. Respondentenbelastung
Poland	Yes
Portugal	No
Romania	
Slovenia	30 man-days/year every year for yearly Annexes A, B, C, D, E, H and I and 55 man-days/year every 5 year, when there are also Annexes F and G.
Slovakia	Respondent in the questionnaire fill the indicator – the time needed for fill the Questionnaire
Finland	We have no estimation on this.
Sweden	In a rough estimate 1 400 hours for 2014, including both national and international statistics and railways, tramways and subway altogether.
United Kingdom	The ORR collates data from multiple organisations in order to fulfil its obligations for supplying rail statistics to Eurostat. It is not practical to be able to estimate the burden of work this places on the other organisations. In addition the majority of the data collated for the rail statistics has multiple uses across the industry. Therefore it would not be possible to separate the time required for meeting the regulation. Furthermore, without the existence of these systems for collecting and collating the data for other purposes, the supply of data to Eurostat would likely be significantly more challenging.
Lichtenstein	
Switzerland	Rough estimate: - For companies with simplified reporting: approx. 4 man-day / year. - For companies with detailed reporting: approx. 4 – 8 man-days / year. Depending if data are already available on company level or if they have to collect them only for this purpose. Burden increases if companies have to collect data.

Norway	20 days
Montenegro	
North Macedonia	No
Turkey	Turkish State Railways did not provide staff numbers stating they don't have exact numbers as this is a complex process including various staff at various step as compiling data on ticket boxes, sale agencies, data entry to web database. For data analysis there are 4 staff/year at send Turkish State Railways.
Bosnia and Herzegovina	

5.2.b	Do you have suggestions for reducing these resources?
Belgium	
Bulgaria	
Czechia	
Denmark	
Germany	No
Estonia	Monthly data on passengers, passenger turnover, the volume of freight and cargo turnover, which is collected using a short monthly questionnaire, will be used to pre-fill the quarterly questionnaires. Quarterly questionnaire also ask for information on transported goods groups (domestic carriage, entered the country, left the country, and transit). Data collected with quarterly questionnaire will be used to pre-fill the big annual questionnaire. Some other simplifications have been made to simplify reporting (AutoSum-s, check the links between the data).
Ireland	
Greece	The resources could be reduced by improving the data collection procedures.
Spain	
France	
Croatia	No
Italy	
Cyprus	
Latvia	No
Lithuania	No
Luxembourg	No
Hungary	
Malta	
Netherlands	No
Austria	

Poland	No
Portugal	No
Romania	
Slovenia	
Slovakia	
Finland	No
Sweden	Reduce number of variables.
United Kingdom	
Lichtenstein	
Switzerland	To avoid lowering the threshold value for Annex A and C (see answer to question 5.1 b)). A new threshold would concern a lot of existing and new companies in Switzerland an increase their administrative burden distinctly compared to today.
Norway	Not within the current reporting requirements.
Montenegro	
North Macedonia	
Turkey	No
Bosnia and Herzegovina	

5.3.a	Are there compliance problems or delays in providing the required information?
Belgium	
Bulgaria	No
Czechia	
Denmark	As the data collection and production systems have been redesigned the last couple of year, this have given rise to some delays and extraordinary errors but beside that, no.
Germany	No
Estonia	No big problems
Ireland	
Greece	Some compliance and delay problems have been observed in the past. They originated in structural problems regarding the establishment of one particular company and have been resolved through cooperation and support by ELSTAT.
Spain	The delays are avoided by asking the respondents for the information in advance, and re-contacting them if data are not sent in the following month after the questionnaire was sent. Some problems arise if the respondent changes and the new respondent have to learn how to get the data.
France	No, we are usually on time

Croatia	No
Italy	
Cyprus	
Latvia	No
Lithuania	No
Luxembourg	Sometimes, there are problems related to the transmission delays.
Hungary	The deadline of our annual survey is 8th April; the deadline for data sending in the case of Annex A is 31st May. If there is any problem with data consistency we have only a little time to check all data.
Malta	
Netherlands	No
Austria	No
Poland	Station coding system should be available earlier, especially for respondents.
Portugal	No
Romania	
Slovenia	
Slovakia	No
Finland	No
Sweden	For us it is a tight deadline to finish goods in only five months.
United Kingdom	The freight companies have their systems set-up differently and most cannot provide the information requested which is why ORR has to estimate some of the numbers in the annexes.
Lichtenstein	No
Switzerland	Generally no.
Norway	Some undertakings are consistently late with providing the required data.
Montenegro	No
North Macedonia	No
Turkey	No
Bosnia and Herzegovina	

5.3.b	Which tables are the most difficult to compile and transmit to Eurostat?
Belgium	
Bulgaria	Annex F data due to the fact that our largest operator did not have the means to provide information on NUTS 2 level. The situation is although improving by implementing a new software system for data entering and processing at company level. We expect for 2015 to have the needed information at NUTS 2 level.
Czechia	
Denmark	Passengers by NUTS2-regions.
Germany	From the Regulation (EC) 91/2003 tables A3, A4, A6, A78, A8, G1, G2, G3
Estonia	Annex A
Ireland	
Greece	The most difficult Tables to compile are E and C.
Spain	Table G.
France	Tables A7 and A8 are the most difficult to produce. Our data collection regulation does not provide the railways companies to report the number of ITUs. As the regulation has been enforced since 2013, we use number of ITU figures from 2011 and 2010 surveys and update them with weights of good in ITU evolution.
Croatia	Datasets A
Italy	Data on intermodal transport are difficult to compile.
Cyprus	
Latvia	No difficulties
Lithuania	Tables A1-A9
Luxembourg	No specific table(s)
Hungary	Freight transport statistics are really complex in the case of Annex A. If we do not have the correct data, because of the mentioned problem above and the deadline of 31st May, I have to send it in provisional way.
Malta	
Netherlands	F3 and F4
Austria	F1, F2, F3, F4
Poland	Problems with Regional statistics data (Annexes F and G)
Portugal	No difficulties
Romania	
Slovenia	The most difficult to compile and transmit to Eurostat is Annex F. The respondents have problems mainly because of the mismatching: register stations/actual stations. There is a lot of manual editing.
Slovakia	Annex F and Annex G
Finland	Table F2.

Sweden	The problems are mostly at the side of the data providers. The more details, the more difficult it is for them. For example the Annex F is difficult. As it is always marked confidential it is also difficult to for us motivate data providers, because they see no use for the information.
United Kingdom	The Annex A table is most difficult to collate, as it requires collection of data from commercial freight companies, who often supply data in different formats that requires extra processing of data by ORR to complete the submission.
Lichtenstein	
Switzerland	Tables in Annex A (see several answers above). Currently: tables in Annex F and partly table G. Annex G: Switzerland dos not take part on the TEN networks. Therefore, there occur certain issues regarding the relevant network segment in order to quantify the traffic. Furthermore, there are lot of coordination issues on the level accident (tables H1-H4). Our national railway regulatory body uses other definitions as Eurostat.
Norway	Appendix IV and Table I2. Transporters claim the breakdown is too detailed and that they do not have information about the type of goods transported in containers.
Montenegro	
North Macedonia	
Turkey	Dataset A is the most difficult to transmit to Eurostat as this includes all modules as A1,A2, etc.
Bosnia and Herzegovina	

5.3.c	Do you have any suggestions for overcoming these difficulties?
Belgium	
Bulgaria	We were in close cooperation with enterprise and provided all the needed assistance from our side in order this issue to be resolved.
Czechia	
Denmark	
Germany	No
Estonia	No
Ireland	
Greece	Since the problems regarding compliance to the Regulation 91/2003 were observed, ELSTAT took the necessary measures to inform the respondents on the relevant obligations and the implications involved and offered full support and cooperation in order to overcome the difficulties met. All the relevant parties are now fully committed to this end. Furthermore, ELSTAT is currently in the process of proofing the quality of statistical products and procedures of the Ministry of Infrastructure and Transports, in the context of the Code of Practice principles.
Spain	
France	

Croatia	No
Italy	
Cyprus	
Latvia	
Lithuania	Don't know
Luxembourg	No
Hungary	The deadline in the case of data sending of freight transport statistics (Annex A) can be 30th June.
Malta	
Netherlands	No
Austria	
Poland	Main problem with harmonization of a stations coding system, especially concerning foreign countries. In this year CSO received these data to late and in this connection respondents received these information to late. In some causes data received from respondents could include codes NUTS 2010. Station codes should be sent to Member States not latest than 8 month before term of reference.
Portugal	No
Romania	
Slovenia	
Slovakia	
Finland	No
Sweden	
United Kingdom	
Lichtenstein	
Switzerland	Annex H: Coordinate the variable with ERA (which is the case now). Provide the member state early with the relevant table set on level NUTS 2 for Annex F.
Norway	
Montenegro	
North Macedonia	
Turkey	Transmission of Dataset A can be divided into parts.
Bosnia and Herzegovina	

6 OTHER PROPOSALS FOR IMPROVEMENT

6.1	Do you have any other proposals for improving the data production process under Reg. (EC) 91/2003?
Belgium	
Bulgaria	No
Czechia	
Denmark	No
Germany	
Estonia	No proposals
Ireland	
Greece	No, we don't.
Spain	
France	
Croatia	No
Italy	
Cyprus	
Latvia	
Lithuania	Data are provided timely and according to Regulation (EC) No. 91/2003.
Luxembourg	Staterc considers that it is important to reduce the statistical requirements to a minimum: if data has to be transmitted to other bodies (like EURA), it is important to use these data directly from these bodies without obliging the companies to provide these data several times.
Hungary	
Malta	
Netherlands	No
Austria	
Poland	No
Portugal	No
Romania	
Slovenia	
Slovakia	Including in Reference manual the example when is goods transported on rail waybill MNL SMG that is not valid in the EU. Goods are translated from wide-gauge railway to the normal broad gauge railway. At the same time it is exposed to a new rail waybill CIM MNL which is valid in EU, where is information on station for loading and as reloading station - transfer point too. Is it import from station on loading or from reloading station - transfer point?
Finland	No
Sweden	

United Kingdom	
Lichtenstein	
Switzerland	The checks of second level validation are quite time-consuming. Is it possible to simplify them?
Norway	No
Montenegro	
North Macedonia	No
Turkey	No
Bosnia and Herzegovina	

6.2	Other relevant information on the national Rail data collection system?
Belgium	
Bulgaria	No
Czechia	
Denmark	No
Germany	
Estonia	The legal basis for the obligation to submit data is provided by the Official Statistics Act and the order of the Government of the Republic "Statistikaameti 2015.–2019. aastal tehtavate statistikatööde loetelu", (List of statistical actions to be performed by Statistics Estonia in 2015–2019, available only in Estonian). For more information on the legal acts, see the section "Legal acts" http://www.stat.ee/legal-acts. For data submission, we recommend using the electronic data collection environment eSTAT, where the questionnaires have been partially pre-filled. In order to join eSTAT, a person with the right of representing the enterprise/institution shall file an application. The application can be submitted in eSTAT or sent to Statistics Estonia as a digitally signed application form via e-mail. For the production of national statistics, Statistics Estonia uses the existing administrative data sources if the data comply with the quality criteria (relevance, accuracy, timeliness, coherence, comparability) prescribed for national statistics. If the criteria have not been met, Statistics Estonia has the right, according to the regulation of the European Parliament and of the Council, and according to the code of practice of European statistics, to collect additional data.
Ireland	
Greece	None.
Spain	
France	
Croatia	
Italy	
Cyprus	
Latvia	

Lithuania	
Luxembourg	
Hungary	
Malta	
Netherlands	
Austria	
Poland	It doesn't concern
Portugal	In 2015, the respondent CP carga (public company) has become MEDRAIL (private company). So far, we didn't have any problem whit this transformation.
Romania	
Slovenia	
Slovakia	
Finland	So far, no further information to report, but thank you for the possibility!
Sweden	We did not cover Annex H very well in this questionnaire, because we expect it to be discontinued soon and we did not want to waste time.
United Kingdom	
Lichtenstein	
Switzerland	No
Norway	
Montenegro	
North Macedonia	
Turkey	TurkStat compiles annual railway transport data from Turkish State Railways via electronic format. Data transmitted to Eurostat by TurkStat is not fully published on TurkStat web page. TurkStat compiles railway data according to NUTS regions but publishes total country figures: http://www.turkstat.gov.tr/PreTablo.do?alt_id=1051
Bosnia and Herzegovina	

ANNEXES

- Annex 1:** Regulation (EC) No 91/2003 of the European Parliament and of the Council of 16 December 2002 on rail transport statistics
- Annex 2:** Commission Regulation (EC) No 1192/2003 of 3 July 2003 amending Regulation (EC) No 91/2003 of the European Parliament and of the Council on rail transport statistics
- Annex 3:** Commission Regulation (EC) No 332/2007 of 27 March 2007 on the technical arrangements for transmission of railway transport statistics
- Annex 4:** Regulation (EU) 2016/2032 of the European parliament and of the Council of 26 October 2016 amending Regulation (EC) No 91/2003 on rail transport statistics, as regards the collection of data on goods, passengers and accidents
- Annex 5:** Regulation (EU) 2018/643 of the European parliament and of the council of 18 April 2018 on rail transport statistics (recast)
- Annex 6:** Commission Regulation (EC) No 1304/2007 amending Council Directive 95/64/EC, Council Regulation (EC) 1172/89, Regulations (EC) 91/2003 and (EC) 1365/2006 of the European Parliament and of the Council with respect to the establishment of NST 2007 as the unique classification for transported goods in certain transport modes
- Annex 7:** NST 2007 – Full goods nomenclature
- Annex 8:** Country code list
- Annex 9:** List of the countries with which rail transit is unlikely to take place

ANNEX 1: REGULATION (EC) NO 91/2003

I

(Acts whose publication is obligatory)

**REGULATION (EC) No 91/2003 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 16 December 2002
on rail transport statistics**

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE
EUROPEAN UNION,

Having regard to the Treaty establishing the European Commu-
nity, and in particular Article 285 thereof,

Having regard to the proposal from the Commission ⁽¹⁾,

Having regard to the opinion of the Economic and Social
Committee ⁽²⁾,

Having consulted the Committee of the Regions,

Acting in accordance with the procedure laid down in Article
251 of the Treaty ⁽³⁾,

Whereas:

- (1) Railways are an important part of the Community's
transport networks.
- (2) The Commission needs statistics on the transport of
goods and passengers by rail in order to monitor and
develop the common transport policy, as well as the
transport elements of policies on the regions and on
trans-European networks.
- (3) Statistics on rail safety are required by the Commission
in order to prepare and monitor Community actions in
the field of transport safety.
- (4) Community statistics on rail transport are also required
in order to fulfil the monitoring tasks provided for in
Article 10b of Council Directive 91/440/EEC of 29 July
1991 on the development of the Community's rail-
ways ⁽⁴⁾.

- (5) Community statistics on all modes of transport should
be collected according to common concepts and stan-
dards, with the aim of achieving the fullest practicable
comparability between transport modes.
- (6) The restructuring of the rail industry under Directive 91/
440/EEC, as well as changes in the type of information
required by the Commission and by other users of
Community statistics on rail transport, renders obsolete
the provisions of Council Directive 80/1177/EEC of 4
December 1980 on statistical returns in respect of
carriage of goods by rail, as part of regional statistics ⁽⁵⁾
in relation to the collection of statistics from specified
administrations of main rail networks.
- (7) The coexistence of publicly and privately owned railway
undertakings operating in a commercial rail transport
market requires an explicit specification of the statistical
information which should be provided by all railway
undertakings and disseminated by Eurostat.
- (8) In accordance with the principle of subsidiarity laid
down in Article 5 of the Treaty, the creation of common
statistical standards which permit the production of
harmonised data is an action which can only be under-
taken efficiently at Community level. Such standards
should be implemented in each Member State under the
authority of the bodies and institutions in charge of
producing official statistics.
- (9) Council Regulation (EC) No 322/97 of 17 February
1997 on Community statistics ⁽⁶⁾ provides a reference
framework for the provisions laid down by this Regula-
tion.
- (10) The measures necessary for the implementation of this
Regulation should be adopted in accordance with
Council Decision 1999/468/EC of 28 June 1999 laying
down the procedures for the exercise of implementing
powers conferred on the Commission ⁽⁷⁾.

⁽¹⁾ OJ C 180 E, 26.6.2001, p. 94.

⁽²⁾ OJ C 221, 30.5.2001, p. 63.

⁽³⁾ Opinion of the European Parliament of 4 September 2001 (OJ C 72
E, 21.3.2002, p. 58), Council Common Position of 27 June 2002
(not yet published in the Official Journal) and Decision of the
European Parliament of 24 October 2002 (not yet published in the
Official Journal).

⁽⁴⁾ OJ L 237, 24.8.1991, p. 25. Directive as last amended by Directive
2001/12/EC of the European Parliament and of the Council (OJ L
75, 15.3.2001, p. 1).

⁽⁵⁾ OJ L 350, 23.12.1980, p. 23. Directive as last amended by the
1994 Act of Accession.

⁽⁶⁾ OJ L 52, 22.2.1997, p. 1.

⁽⁷⁾ OJ L 184, 17.7.1999, p. 23.

- (11) The Statistical Programme Committee established by Council Decision 89/382/EEC, Euratom of 19 June 1989 establishing a Committee on the Statistical Programmes of the European Communities ⁽¹⁾ has been consulted in accordance with Article 3 of the said Decision,

HAVE ADOPTED THIS REGULATION:

Article 1

Objective

The objective of this Regulation is to establish common rules for the production of Community rail transport statistics.

Article 2

Scope

This Regulation shall cover all railways in the Community. Each Member State shall report statistics which relate to rail transport on its national territory. Where a railway undertaking operates in more than one Member State, the national authorities concerned shall require the undertaking to provide data separately for each country in which it operates so as to enable national statistics to be compiled.

Member States may exclude from the scope of this Regulation:

- (a) railway undertakings which operate entirely or mainly within industrial and similar installations, including harbours;
- (b) railway undertakings which mainly provide local tourist services, such as preserved historical steam railways.

Article 3

Definitions

1. For the purposes of this Regulation the following definitions shall apply:

- (a) 'reporting country' means the Member State transmitting data to Eurostat;
- (b) 'national authorities' means national statistical institutes and other bodies responsible in each Member State for producing Community statistics;
- (c) 'railway undertaking' means any public or private undertaking which provides services for the transport of goods and/or passengers by rail.

2. The definitions referred to in paragraph 1 may be adapted, and additional definitions needed to ensure harmonisation of statistics may be adopted, in accordance with the procedure referred to in Article 11(2).

⁽¹⁾ OJ L 181, 28.6.1989, p. 47.

Article 4

Data collection

1. The statistics to be collected are set out in the Annexes to this Regulation. They shall cover the following types of data:

- (a) annual statistics on goods transport — detailed reporting (Annex A);
- (b) annual statistics on goods transport — simplified reporting (Annex B);
- (c) annual statistics on passenger transport — detailed reporting (Annex C);
- (d) annual statistics on passenger transport — simplified reporting (Annex D);
- (e) quarterly statistics on goods and passenger transport (Annex E);
- (f) regional statistics on goods and passenger transport (Annex F);
- (g) statistics on traffic flows on the rail network (Annex G);
- (h) statistics on accidents (Annex H).

2. Annexes B and D set out simplified reporting requirements, which may be used by Member States as alternatives to the normal detailed reporting set out in Annexes A and C, for undertakings for which the total volume of goods or passenger transport is less than 500 million tonne-km or 200 million passenger-km respectively. These thresholds may be adapted in accordance with the procedure laid down in Article 11(2).

3. Member States shall also provide a list of the railway undertakings for which statistics are provided, as specified in Annex I.

4. For the purposes of this Regulation, goods shall be classified in accordance with Annex J. Dangerous goods shall additionally be classified in accordance with Annex K.

5. The contents of the Annexes may be adapted, in accordance with the procedure referred to in Article 11(2).

Article 5

Data sources

1. Member States shall designate a public or private organisation to participate in collecting the data required under this Regulation.

2. The necessary data may be obtained using any combination of the following sources:

- (a) compulsory surveys;
- (b) administrative data, including data collected by regulatory authorities;
- (c) statistical estimation procedures;

- (d) data supplied by professional organisations in the rail industry;
- (e) ad hoc studies.

3. The national authorities shall take measures for the coordination of the data sources used and to ensure the quality of the statistics transmitted to Eurostat.

Article 6

Transmission of statistics to Eurostat

1. Member States shall transmit to Eurostat the statistics referred to in Article 4.
2. The arrangements for transmission of the statistics referred to in Article 4 shall be laid down in accordance with the procedure referred to in Article 11(2).

Article 7

Dissemination

1. Community statistics based on the data specified in Annexes A to H to this Regulation shall be disseminated by Eurostat. In this context, and in view of the characteristics of the European railway market, data deemed to be confidential under Article 13(1) of Council Regulation (EC) No 322/97 may be disclosed only if:

- (a) the data are already available to the public in the Member States; or
- (b) the explicit approval for such disclosure has been given in advance by the undertakings concerned.

The national authorities shall make a request to such undertakings for permission to disclose the required data and shall inform Eurostat of the result of this request when the data are transmitted to Eurostat.

2. The information reported under Annex I shall not be disseminated.

Article 8

Quality of statistics

1. In order to assist Member States in maintaining the quality of statistics in the domain of rail transport, Eurostat shall develop and publish methodological recommendations. These recommendations shall take account of the best practices of national authorities, of railway undertakings and of professional organisations for the railway industry.

2. The quality of the statistical data shall be evaluated by Eurostat. To this end, on request by Eurostat, Member States shall supply information on the methods used in producing the statistics.

Article 9

Report

After data have been collected over three years, the Commission shall send a report to the European Parliament and to the Council on experience acquired in the work carried out under

this Regulation accompanied, if necessary, by appropriate proposals. That report shall include the results of the quality evaluation referred to in Article 8. It shall evaluate the impact on the quality of rail transport statistics of the application to this Regulation of the provisions on the confidentiality of statistics laid down in Regulation (EC) No 322/97. It shall also evaluate the benefits of the availability of statistics in this domain, the costs of obtaining such statistics and the burden on enterprises.

Article 10

Implementing procedures

The following implementing measures shall be taken in accordance with the procedure specified in Article 11(2):

- (a) adaptation of the thresholds for simplified reporting (Article 4);
- (b) adaptation of the definitions and adoption of additional definitions (Article 3);
- (c) adaptation of the contents of the annexes (Article 4);
- (d) arrangements for transmitting data to Eurostat (Article 6);
- (e) definition of the guidelines for the reports on the quality and comparability of the results (Articles 8 and 9).

Article 11

Procedure

1. The Commission shall be assisted by the Statistical Programme Committee instituted by Article 1 of Decision 89/382/EEC, Euratom.

2. Where reference is made to this paragraph, Articles 5 and 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.

The period laid down in Article 5(6) of Decision 1999/468/EC shall be set at three months.

3. The Committee shall adopt its rules of procedure.

Article 12

Directive 80/1177/EEC

1. Member States shall provide results for the year 2002 in accordance with Directive 80/1177/EEC.

2. Directive 80/1177/EEC is hereby repealed with effect from 1 January 2003.

Article 13

Entry into force

This Regulation shall enter into force on the 20th day following that of its publication in the *Official Journal of the European Communities*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 16 December 2002.

For the European Parliament

The President

P. COX

For the Council

The President

M. FISCHER BOEL

ANNEX A

ANNUAL STATISTICS ON GOODS TRANSPORT — DETAILED REPORTING

List of variables and units of measurement	Goods transported in: — tonnes — tonne-km Goods train movements in: — train-km Number of intermodal transport units carried in: — number — TEU (20-foot-equivalent unit) (for containers and swap bodies)
Reference period	Year
Frequency	Every year
List of tables with the breakdown for each table	Table A1: goods transported, by type of transport Table A2: goods transported, by type of goods (Annex J) Table A3: goods transported (for international and transit traffic) by country of loading and country of unloading Table A4: goods transported, by category of dangerous goods (Annex K) Table A5: goods transported, by type of consignment (optional) Table A6: goods transported in intermodal transport units, by type of transport and by type of transport unit Table A7: number of loaded intermodal transport units carried, by type of transport and by type of transport unit Table A8: number of empty intermodal transport units carried, by type of transport and by type of transport unit Table A9: goods train movements
Deadline for transmission of data	Five months after end of reference period
First reference period for tables A1, A2 and A3	2003
First reference period for tables A4, A5, A6, A7, A8 and A9	2004
Notes	1. Type of transport is broken down as follows: — national — international-incoming — international-outgoing — transit 2. Type of consignment may be broken down as follows: — full train loads — full wagon loads — other 3. Type of transport unit is broken down as follows: — containers and swap bodies — semi-trailers (unaccompanied) — road vehicles (accompanied) 4. For Table A3, Eurostat and the Member States may make arrangements to facilitate consolidation of data originating from undertakings in other Member States, in order to ensure the coherence of these data. 5. For Table A4, Member States shall indicate which categories of traffic, if any, are not covered by the data. 6. For tables A2 to A8 where complete information on transit transport is not available, Member States shall report all available data.

ANNEX B

ANNUAL STATISTICS ON GOODS TRANSPORT — SIMPLIFIED REPORTING

List of variables and units of measurement	Goods transported in — tonnes — tonne-km Goods train movements in: — train-km
Reference period	Year
Frequency	Every year
List of tables with the breakdown for each table	Table B1: goods transported, by type of transport Table B2: goods train movements
Deadline for transmission of data	Five months after end of reference period
First reference period	2004
Notes	1. Type of transport is broken down as follows: — national — international-incoming — international-outgoing — transit

ANNEX C

ANNUAL STATISTICS ON PASSENGER TRANSPORT — DETAILED REPORTING

List of variables and units of measurement	Passengers transported in: — number of passengers — passenger-km Passenger train movements in: — train-km
Reference period	Year
Frequency	Every year
List of tables with the breakdown for each table	Table C1: passengers transported, by type of transport (provisional data, number of passengers only) Table C2: international passengers transported, by country of embarkation and by country of disembarkation (provisional data, number of passengers only) Table C3: passengers transported, by type of transport (final consolidated data) Table C4: international passengers transported, by country of embarkation and by country of disembarkation (final consolidated data, number of passengers only) Table C5: passenger train movements
Deadline for transmission of data	Eight months after end of reference period (Tables C1, C2, C5) 14 months after end of reference period (Tables C3, C4)
First reference period	2004
Notes	1. Type of transport is broken down as follows: — national — international 2. For Tables C1 and C2, Member States may report provisional data based on ticket sales in the reporting country or any other available source. For Tables C3 and C4, Member States shall report final consolidated data including information from ticket sales outside the reporting country. This information may be obtained either directly from the national authorities of other countries or through international compensation arrangements for tickets.

ANNEX D

ANNUAL STATISTICS ON PASSENGER TRANSPORT — SIMPLIFIED REPORTING

List of variables and units of measurement	Passengers transported in: — number of passengers — passenger-km Passenger train movements in: — train-km
Reference period	Year
Frequency	Every year
List of tables with the breakdown for each table	Table D1: passengers transported Table D2: passenger train movements
Deadline for transmission of data	Eight months after end of reference period
First reference period	2004
Notes	1. For Table D1, Member States may report data based on ticket sales in the reporting country or any other available source.

ANNEX E

QUARTERLY STATISTICS ON GOODS AND PASSENGER TRANSPORT

List of variables and units of measurement	Goods transported in: — tonnes — tonne-km Passengers transported in: — number of passengers — passenger-km
Reference period	Quarter
Frequency	Every quarter
List of tables with the breakdown for each table	Table E1: goods transported Table E2: passengers transported
Deadline for transmission of data	Three months after end of reference period
First reference period	First quarter of 2004
Notes	1. Tables E1 and E2 may be reported on the basis of provisional data, including estimates. For Table E2, Member States may report data based on ticket sales in the reporting country or any other available source. 2. These statistics shall be supplied for the undertakings covered by Annexes A and C.

ANNEX F

REGIONAL STATISTICS ON GOODS AND PASSENGER TRANSPORT

List of variables and units of measurement	Goods transported in: — tonnes Passengers transported in: — number of passengers
Reference period	One year
Frequency	Every five years
List of tables with the breakdown for each table	Table F1: national goods transport by region of loading and region of unloading (NUTS 2) Table F2: international goods transport by region of loading and unloading (NUTS 2) Table F3: national passenger transport by region of embarkation and region of disembarkation (NUTS 2) Table F4: international passenger transport by region of embarkation and region of disembarkation (NUTS 2)
Deadline for transmission of data	12 months after end of reference period
First reference period	2005
Notes	1. Where the place of loading or unloading (Tables F1, F2) or embarkation or disembarkation (Tables F3, F4) is outside the European Economic Area, Member States shall report only the country. 2. In order to assist Member States in the preparation of these tables, Eurostat shall provide Member States with a list of UIC station codes and the corresponding NUTS codes. 3. For Tables F3 and F4, Member States may report data based on ticket sales or any other available source. 4. These statistics shall be supplied for the undertakings covered by Annexes A and C.

ANNEX G

STATISTICS ON TRAFFIC FLOWS ON THE RAIL NETWORK

List of variables and units of measurement	Goods transport: — number of trains Passenger transport: — number of trains Other (service trains, etc.) (optional): — number of trains
Reference period	One year
Frequency	Every five years
List of tables with the breakdown for each table	Table G1: goods transport, by network segment Table G2: passenger transport, by network segment Table G3: other (service trains, etc.), by network segment (optional)
Deadline for transmission of data	18 months after end of reference period
First reference period	2005
Notes	1. Member States shall define a set of network segments to include at least the rail TEN on their national territory. They shall communicate to Eurostat: — the geographical coordinates and other data needed to identify and map each network segment as well as the links between segments, — information on the characteristics (including the capacity) of the trains using each network segment. 2. Each network segment which is part of the rail trans-European network (TEN) shall be identified by means of an additional attribute in the data record, in order to enable traffic on the rail TEN to be quantified.

ANNEX H

STATISTICS ON ACCIDENTS

List of variables and units of measurement	— Number of accidents (Tables H1, H2) — Number of persons killed (Table H3) — Number of persons seriously injured (Table H4)
Reference period	Year
Frequency	Every year
List of tables with the breakdown for each table	Table H1: number of accidents, by type of accident Table H2: number of accidents involving the transport of dangerous goods Table H3: number of persons killed, by type of accident and by category of person Table H4: number of persons seriously injured, by type of accident and by category of person
Deadline for transmission of data	Five months after end of reference period
First reference period	2004
Note	1. Type of accident is broken down as follows: — collisions (excluding level-crossing accidents) — derailments — accidents involving level-crossings — accidents to persons caused by rolling stock in motion — fires in rolling stock — others — total. The type of accident refers to the primary accident. 2. Table H2 has the following breakdown: — total number of accidents involving at least one railway vehicle transporting dangerous goods, as defined by the list of goods covered by Annex K — number of such accidents in which dangerous goods are released. 3. Category of person is broken down as follows: — passengers — employees (including contractors) — others — total. 4. The data in Tables H1-H4 shall be provided for all railways covered by this Regulation. 5. During the first five years of application of this Regulation, Member States may report these statistics according to national definitions, if data conforming to harmonised definitions (adopted according to the procedure of Article 11 paragraph 2) are not available.

ANNEX I

List of variables and units of measurement	See below
Reference period	One year
Frequency	Every year
List of tables with the breakdown for each table	See below
Deadline for transmission of data	Five months after end of reference period
First reference period	2003
Note	The information listed below (Table I1) shall be supplied for each railway undertaking for which data are provided according to Annexes A to H. This information shall be used, — to check which undertakings are covered by the tables in Annexes A to H — to validate the coverage of Annexes A and C in relation to total rail transport activity.

Table I1

	Identification of data source	
I1.1.1	Reporting country	
I1.1.2	Reference year	
I1.1.3	Name of undertaking (optional)	
I1.1.4	Country in which undertaking is based	
	Type of activities	
I1.2.1	Freight transport: international	yes/no
I1.2.2	Freight transport: national	yes/no
I1.2.3	Passenger transport: international	yes/no
I1.2.4	Passenger transport: national	yes/no
	Data included in Annexes A to H	
	Annex A	yes/no
	Annex B	yes/no
	Annex C	yes/no
	Annex D	yes/no
	Annex E	yes/no
	Annex F	yes/no
	Annex G	yes/no
	Annex H	yes/no

	Level of transport activity (optional)	
II.3.1	Total freight transport (tonnes)	
II.3.2	Total freight transport (tonne-km)	
II.3.3	Total passenger transport (passengers)	
II.3.4	Total passenger transport (passenger-km)	

ANNEX J

CLASSIFICATION OF GOODS

The following groups of goods shall be used until such time as a new classification is laid down according to the procedure specified in Article 11(2).

Groups of goods	NST/R chapter	NST/R groups	Description
1	0	01	Cereals
2		02, 03	Potatoes, other fresh or frozen fruits and vegetables
3		00, 06	Live animals, sugar beet
4		05	Wood and cork
5		04, 09	Textiles, textile articles and man-made fibres, other raw animal and vegetable materials
6	1	11, 12, 13, 14, 16, 17	Foodstuff and animal fodder
7		18	Oil seeds and oleaginous fruits and fats
8	2	21, 22, 23	Solid mineral fuels
9	3	31	Crude petroleum
10		32, 33, 34	Petroleum products
11	4	41, 46	Iron ore, iron and steel waste and blast furnace dust
12		45	Non-ferrous ores and waste
13	5	51, 52, 53, 54, 55, 56	Metal products
14	6	64, 69	Cement, lime, manufactured building materials
15		61, 62, 63, 65	Crude and manufactured minerals
16	7	71, 72	Natural and chemical fertilisers
17	8	83	Coal chemicals, tar
18		81, 82, 89	Chemicals other than coal chemicals and tar
19		84	Paper pulp and waste paper
20	9	91, 92, 93	Transport equipment, machinery, apparatus, engines, whether or not assembled, and parts thereof
21		94	Manufactures of metal
22		95	Glass, glassware, ceramic products
23		96, 97	Leather, textile, clothing, other manufactured articles
24		99	Miscellaneous articles

ANNEX K

CLASSIFICATION OF DANGEROUS GOODS

1. Explosives
2. Gases, compressed, liquefied or dissolved under pressure
3. Flammable liquids
- 4.1. Flammable solids
- 4.2. Substances liable to spontaneous combustion
- 4.3. Substances which, in contact with water, emit flammable gases
- 5.1. Oxidising substances
- 5.2. Organic peroxides
- 6.1. Toxic substances
- 6.2. Substances liable to cause infections
7. Radioactive material
8. Corrosives
9. Miscellaneous dangerous substances

Note: these categories are those defined in the regulations concerning the international carriage of dangerous goods by rail, usually known as the RID, as adopted under Council Directive 96/49/EC of 23 July 1996 on the approximation of the laws of the Member States with regard to the transport of dangerous goods by rail and subsequent amendments ⁽¹⁾.

⁽¹⁾ OJ L 235, 17.9.1996, p. 25. Directive as last amended by Commission Directive 2001/6/EC (OJ L 30, 1.2.2001, p. 42).

ANNEX 2: COMMISSION REGULATION (EC) NO 1192/2003

COMMISSION REGULATION (EC) No 1192/2003
of 3 July 2003
amending Regulation (EC) No 91/2003 of the European Parliament and of the Council on rail
transport statistics
(Text with EEA relevance)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Regulation (EC) No 91/2003 of the European Parliament and of the Council of 16 December 2002 on rail transport statistics ⁽¹⁾, and in particular Article 3(2) and Article 4(5) thereof,

Whereas:

- (1) In accordance with Article 3 of Regulation (EC) No 91/2003, the definitions in that Regulation may be adapted by the Commission.
- (2) Additional definitions are necessary for the purposes of the collection of the data on the basis of common definitions in all Member States to ensure the harmonisation of the rail transport statistics.
- (3) In accordance with Article 4 of Regulation (EC) No 91/2003, the contents of the Annexes may be adapted by the Commission.
- (4) The specification of Table H1 needs to be modified to ensure a clear statement of the coverage of the statistics.
- (5) Regulation (EC) No 91/2003 should therefore be amended accordingly.
- (6) The measures provided for in this Regulation are in accordance with the opinion delivered by the Statistical Programme Committee, set up by Council Decision 89/382/EEC, Euratom ⁽²⁾,

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EC) No 91/2003 is amended as follows:

1. Article 3(1) is replaced by the following:

- '1. For the purposes of this Regulation the following definitions shall apply:
1. "reporting country" means the Member State transmitting data to Eurostat;
 2. "national authorities" means national statistical institutes and other bodies responsible in each Member State for producing Community statistics;
 3. "railway" means line of communication made up by rail exclusively for the use of railway vehicles;

4. "railway vehicle" means mobile equipment running exclusively on rails, moving either under its own power (tractive vehicles) or hauled by another vehicle (coaches, railcar trailers, vans and wagons);

5. "railway undertaking" means any public or private undertaking which provides services for the transport of goods and/or passengers by rail. Undertakings whose only business is to provide services for the transport of passengers by metro, tram and/or light rail are excluded;

6. "transport of goods by rail" means the movement of goods using railway vehicles between the place of loading and the place of unloading;

7. "transport of passengers by rail" means the movement of passengers using railway vehicles between the place of embarkation and the place of disembarkation. The transport of passengers by metro, tram and/or light rail is excluded;

8. "metro" (also known as "subway", "metropolitan railway" or "underground") means an electric railway for the transport of passengers with the capacity for a heavy volume of traffic and characterised 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. Metros are also characterised by closely spaced stations, normally meaning a distance of 700 to 1 200 m between the stations. "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;

9. "tram (streetcar)" means a passenger road vehicle designed to seat more than nine persons (including the driver), which is connected to electric conductors or powered by diesel engine and which is rail-borne;

10. "light rail" means a railway for the transport of passengers that often uses electrically powered rail-borne cars operating singly or in short trains on fixed duo-rail lines. There is generally a distance of less than 1 200 m between stations/stops. In comparison to metros, light rail is more lightly constructed, is designed for lower traffic volumes and usually travels at lower speeds. 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;

⁽¹⁾ OJ L 14, 21.1.2003, p. 1.

⁽²⁾ OJ L 181, 28.6.1989, p. 47.

11. "national transport" means rail transport between two places (a place of loading/embarkation and a place of unloading/disembarkation) located in the reporting country. It may involve transit through a second country;
 12. "international transport" means rail 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;
 13. "transit" means rail transport through the reporting country between two places (a place of loading/embarkation and a place of unloading/disembarkation) outside the reporting country. Transport operations involving loading/embarkation or unloading/disembarkation of goods/passengers at the border of the reporting country from/onto another mode of transport are not considered as transit;
 14. "rail passenger" means 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;
 15. "number of passengers" means the number of trips by rail passengers, where each trip is defined as the movement from the place of embarkation to the place of disembarkation, with or without transfers from one rail vehicle to another. If passengers use the services of more than one railway undertaking, when possible they should not be counted more than once;
 16. "passenger-km" means the unit of measure representing the transport of one passenger by rail over a distance of one kilometre. Only the distance on the national territory of the reporting country shall be taken into account;
 17. "weight" means the quantity of goods in tonnes (1 000 kilograms). The weight to be taken into consideration includes, in addition to the weight of the goods transported, the weight of packaging and the tare weight of containers, swap bodies, pallets as well as road vehicles transported by rail in the course of combined transport operations. If the goods are transported using the services of more than one railway undertaking, when possible the weight of goods should not be counted more than once;
 18. "tonne-km" means the unit of measure of goods transport which represents the transport of one tonne (1 000 kilograms) of goods by rail over a distance of one kilometre. Only the distance on the national territory of the reporting country shall be taken into account;
 19. "train" means one or more railway vehicles hauled by one or more locomotives or railcars, or one railcar 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;
 20. "train-km" means the unit of measure representing the movement of a train over one kilometre. The distance used is the distance actually run, if available, otherwise the standard network distance between the origin and destination shall be used. Only the distance on the national territory of the reporting country shall be taken into account;
 21. "full trainload" means any consignment comprising one or more wagonloads transported at the same time by the same sender at the same station and forwarded with no change in train composition to the address of the same consignee at the same destination station;
 22. "full wagonload" means any consignment of goods for which the exclusive use of a wagon is required, whether the total loading capacity is utilised or not;
 23. "TEU (Twenty-foot Equivalent Unit)" means a standard unit based on an ISO container of 20 feet length (6,10 m), used as a statistical measure of traffic flows or capacities. One standard 40' ISO Series 1 container equals 2 TEUs. Swap bodies under 20 feet correspond to 0,75 TEU, between 20 feet and 40 feet to 1,5 TEU and over 40 feet to 2,25 TEU;
 24. "significant accident" means any accident involving at least one rail vehicle in motion, resulting in at least one killed or seriously injured person, or in significant damage to stock, track, other installations or environment, or extensive disruptions to traffic. Accidents in workshops, warehouses and depots are excluded;
 25. "serious injury accident" means any accident involving at least one rail vehicle in motion, resulting in at least one killed or seriously injured person. Accidents in workshops, warehouses and depots are excluded;
 26. "person killed" means any person killed immediately or dying within 30 days as a result of an accident, excluding suicides;
 27. "person seriously injured" means any person injured who was hospitalised for more than 24 hours as a result of an accident, excluding attempted suicides;
 28. "accident involving the transport of dangerous goods" means any accident or incident that is subject to reporting in accordance with RID/ADR section 1.8.5.
 29. "suicide" means an act to deliberately injure oneself resulting in death, as recorded and classified by the competent national authority;
 30. "attempted suicide" means an act to deliberately injure oneself resulting in serious injury, but not in death, as recorded and classified by the competent national authority.
2. Annex H is replaced by the text in the Annex to this Regulation.

Article 2

This Regulation shall enter into force on the 20th day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 3 July 2003.

For the Commission
Pedro SOLBES MIRA
Member of the Commission

ANNEX

'ANNEX H

STATISTICS ON ACCIDENTS

List of variables and units of measurement	— number of accidents (Tables H1, H2) — number of persons killed (Table H3) — number of persons seriously injured (Table H4)
Reference period	Year
Frequency	Every year
List of tables with the breakdown for each table	Table H1: number of significant accidents and number of serious injury accidents (optional), by type of accident Table H2: number of accidents involving the transport of dangerous goods Table H3: number of persons killed, by type of accident and by category of person Table H4: number of persons seriously injured, by type of accident and by category of person
Deadline for transmission of data	Five months after end of reference period
First reference period	2004
Note	1. Type of accident is broken down as follows: — collisions (excluding level crossing accidents) — derailments — accidents involving level crossings — accidents to persons caused by rolling stock in motion — fires in rolling stock — others — total The type of accident refers to the primary accident. 2. Table H2 has the following breakdown: — total number of accidents involving at least one railway vehicle transporting dangerous goods, as defined by the list of goods covered by Annex K — number of such accidents in which dangerous goods are released 3. Category of person is broken down as follows: — passengers — employees (including contractors) — others — total 4. The data in Tables H1 to H4 shall be provided for all railways covered by this Regulation. 5. During the first five years of application of this Regulation, Member States may report these statistics according to national definitions, if data conforming to harmonised definitions (adopted according to the procedure of Article 11(2)) are not available.'

ANNEX 3: COMMISSION REGULATION (EC) NO 332/2007

COMMISSION REGULATION (EC) No 332/2007**of 27 March 2007****on the technical arrangements for the transmission of railway transport statistics****(Text with EEA relevance)**

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Regulation (EC) No 91/2003 of the European Parliament and of the Council of 16 December 2002 on rail transport statistics ⁽¹⁾, and in particular Article 6(2) thereof,

Whereas:

- (1) It is necessary to specify the format in which rail transport data are to be transmitted to the Commission (Eurostat) in sufficient detail to ensure that the data can be processed rapidly and in a cost-effective way.
- (2) The measures provided for in this Regulation are in accordance with the opinion of the Statistical Programme Committee, set up by Decision 89/382/EEC, Euratom ⁽²⁾,

HAS ADOPTED THIS REGULATION:

Article 1

The technical format for the transmission of data to the Commission (Eurostat) shall be as set out in the Annex.

Member States shall use this format for the data concerning reference year 2007 and subsequent years.

Article 2

The data and metadata supplied pursuant to Regulation (EC) No 91/2003 shall be transmitted in electronic format to the single entry point for data at the Commission (Eurostat) by any organisation designated by the national authorities. Transmission shall conform to an appropriate interchange standard specified by Eurostat.

Article 3

This Regulation shall enter into force on the 20th day following its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 27 March 2007.

For the Commission

Joaquín ALMUNIA

Member of the Commission

⁽¹⁾ OJ L 14, 21.1.2003, p. 1. Regulation as amended by Commission Regulation (EC) No 1192/2003 (OJ L 167, 4.7.2003, p. 13).

⁽²⁾ OJ L 181, 28.6.1989, p. 47.

ANNEX

TECHNICAL FORMAT FOR DATA TRANSMISSION**1. DATA STRUCTURE**

The individual data records to be sent to Eurostat for each quarter, year or period of five years, comprise 9 datasets, each corresponding to an annex of Regulation (EC) No 91/2003. These datasets thus contain the following data:

- annual statistics on goods transport — detailed reporting (Annex A),
- annual statistics on goods transport — simplified reporting (Annex B),
- annual statistics on passenger transport — detailed reporting (Annex C),
- annual statistics on passenger transport — simplified reporting (Annex D),
- quarterly statistics on goods and passenger transport (Annex E),
- quinquennial regional statistics on goods and passenger transport (Annex F),
- quinquennial statistics on traffic flows on the rail network (Annex G),
- statistics on accidents (Annex H),
- a list of the railway undertakings for which statistics are provided (Annex I).

Annexes B and D set out simplified reporting requirements that may be used by Member States as an alternative to the normal detailed reporting set out in Annexes A and C, for undertakings below the thresholds laid down in Article 4(2) of Regulation (EC) No 91/2003.

2. LIST OF FIELDS

Pursuant to Regulation (EC) No 91/2003, one dataset has to be provided for each annex in the form of a flat file using the semi-colon ';' as a field separator. Each dataset, except dataset C, must contain data for all mandatory tables required by the annex. For each dataset, the number of fields in each record is fixed. In other words, all fields must be present even if they are empty (two successive field separators indicate an empty field).

The individual fields are described below as follows:

- Field number: this identifies the position of the field in the record,
- Field name: this either refers to a variable in Regulation (EC) No 91/2003, or to an internal identifier used to identify the record,
- Description: short description of the contents of the field,
- Coding: in tables A2 and A4 certain fields are to be coded according to Annexes J to K of Regulation (EC) No 91/2003. Additional coding rules are noted here. Further explanations and recommendations on coding are provided by Eurostat in the Guidelines for the implementation of Regulation (EC) No 91/2003,

- Field type: indicates whether the field contains a numeric quantity or a text string, all numeric quantities are to be provided as integers,
- Maximum length: the maximum expected length of the data for a particular field. Data that are too long cannot be loaded,
- Confidentiality flag (FlagC) indicates if the record is considered confidential by the Member State (Council Regulations (EC) No 322/97 ⁽¹⁾, Article 13(1) and (Euratom, EEC) No 1588/90 ⁽²⁾, Article 2),
- Flag of authorisation for dissemination of confidential data (FlagD) indicates if confidential data provided by the Member States can be disseminated (Council Regulations (EC) No 322/97, Article 13(2) and (Euratom, EEC) No 1588/90, Article 5(4)). Hence, the Commission is legally permitted to change the Member State's judgment in well-defined cases. This is done by changing FlagD=1 to FlagD=0 when FlagC=1.

Dataset for Annex A: Annual statistics on goods transport — detailed reporting

Field number	Field name	Description	Coding	Field type	Max length	Specific codes for missing values
1	RCount	Reporting country	ISO-3166-alpha2 nomenclature except 'UK' for United Kingdom	Text	2	
2	DsetID	Dataset identifier	A1 to A9	Text	2	
3	Year	Year of the dataset	4 digits	Text	4	
4	Period	Reference period	A0	Text	2	
5	TransID	Type of transport	0: total transport 1: national transport 2: international transport — total 3: international transport — outgoing 4: international transport — incoming 5: transit transport	Text	1	
6	Goods	Type of goods	annex J of the Regulation	Text	2	
7	DGoods	Type of dangerous goods	annex K of the Regulation	Text	3	
8	LDG	Country of loading	ISO-3166-alpha2 nomenclature except 'UK' for United Kingdom	Text	2	XX
9	UNL	Country of unloading	ISO-3166-alpha2 nomenclature except 'UK' for United Kingdom	Text	2	XX
10	Consgmt	Type of consignment	1: full trainloads 2: full wagonloads 3: other 9: unknown	Text	1	
11	TTU	Type of transport Unit	1: containers and swap bodies 2: semi-trailers (unaccompanied) 3: road vehicles (accompanied) 9: unknown	Text	1	

⁽¹⁾ OJ L 52, 22.2.1997, p. 1.

⁽²⁾ OJ L 151, 15.6.1990, p. 1.

Field number	Field name	Description	Coding	Field type	Max length	Specific codes for missing values
12	Tonnes	Total goods transport	Tonnes	Numeric	10	
13	Tkm	Total goods transport in 1 000 tonne-kilometres	1 000 Tonnes-km	Numeric	10	
14	NbrITU	Number of Intermodal transport unit	Number of ITU	Numeric	8	
15	TeuITU	Intermodal transport units carried in TEU	TEU	Numeric	8	
16	TrainKM	Goods train movement in 1 000 km	1 000 Train-km	Numeric	8	
17	FlagC	Confidentiality flag	1: confidential 0: not confidential	Text	1	
18	FlagD	Flag of authorisation for dissemination	1: dissemination not authorised 0: dissemination authorised	Text	1	

In the flat file containing the data for Annex A, each record comprises 18 fields. The following table shows in grey the fields that have to be provided for the different tables of Annex A. The white cells correspond to blank fields in the record. An asterisk indicates a key field. The combination of the values of the key fields for a record must constitute a unique key value within the file. If duplicate key values are found, the file will not be loaded correctly.

Field number	Field name	DsetID								
		A1	A2	A3	A4	A5 ⁽¹⁾	A6	A7	A8	A9
1	RCount	*	*	*	*	*	*	*	*	*
2	DsetID	*	*	*	*	*	*	*	*	*
3	Year	*	*	*	*	*	*	*	*	*
4	Period	*	*	*	*	*	*	*	*	*
5	TransID	*		*			*	*	*	
6	Goods		*							
7	DGoods				*					
8	LDG			*						
9	UNL			*						
10	Consgmt					*				
11	TTU									
12	Tonnes									
13	Tkm									
14	NbrITU									
15	TeuITU									
16	TrainKM									
17	FlagC									
18	FlagD									

⁽¹⁾ Table A5 is an optional table.

Dataset for Annex B: Annual statistics on goods transport — simplified reporting

Field number	Field name	Description	Coding	Field type	Max length	Specific codes for missing values
1	RCount	Reporting country	ISO-3166-alpha2 nomenclature except 'UK' for United Kingdom	Text	2	
2	DsetID	Dataset identifier	B1 to B2	Text	2	
3	Year	Year of the dataset	4 digits	Text	4	
4	Period	Reference period	A0	Text	2	
5	TransID	Type of transport	0: total transport 1: national transport 2: international transport — total 3: international transport — outgoing 4: international transport — incoming 5: transit transport	Text	1	
6	Tonnes	Total goods transport	Tonnes	Numeric	10	
7	Tkm	Total goods transport in 1 000 tonne-kilometres	1 000 Tonnes-km	Numeric	10	
8	TrainKm	Goods train movement in 1 000 train-km	1 000 Train-km	Numeric	8	
9	FlagC	Confidentiality flag	1: confidential 0: not confidential	Text	1	
10	FlagD	Flag of authorisation for dissemination	1: dissemination not authorised 0: dissemination authorised	Text	1	

In the flat file containing the data for Annex B, each record comprises 10 fields. The following table shows in grey the fields that have to be provided for each of the two tables of Annex B. The white cells correspond to blank fields in the record. An asterisk indicates a key field. The combination of the values of the key fields for a record must constitute a unique key value within the file. If duplicate key values are found, the file will not be loaded correctly.

		DsetID	
Field number	Field name	B1	B2
1	RCount	*	*
2	DsetID	*	*
3	Year	*	*
4	Period	*	*
5	TransID	*	
6	Tonnes		
7	Tkm		
8	TrainKM		
9	FlagC		
10	FlagD		

Dataset for Annex C: Annual statistics on passenger transport — detailed reporting

Field number	Field name	Description	Coding	Field type	Max length	Specific codes for missing values
1	RCount	Reporting country	ISO-3166-alpha2 nomenclature except 'UK' for United Kingdom	Text	2	
2	DsetID	Dataset identifier	C1 to C5	Text	2	
3	Year	Year of the dataset	4 digits	Text	4	
4	Period	Reference period	A0	Text	2	
5	TransID	Type of transport	1: national transport 2: international transport — total 3: international transport — outgoing 4: international transport — incoming	Text	1	
6	LDG	Country of embarkation	ISO-3166-alpha2 nomenclature except 'UK' for United Kingdom	Text	2	XX
7	UNL	Country of disembarkation	ISO-3166-alpha2 nomenclature except 'UK' for United Kingdom	Text	2	XX
8	Pass	Total passenger transport	Passengers	Numeric	10	
9	Passkm	Total passenger transport in 1 000 passenger-kilometres	1 000 pkm	Numeric	10	
10	TrainKm	Passengers train movements in 1 000 train-km	1 000 Train-km	Numeric	8	
11	FlagC	Confidentiality flag	1: confidential 0: not confidential	Text	1	
12	FlagD	Flag of authorisation for dissemination	1: dissemination not authorised 0: dissemination authorised	Text	1	

In the flat file containing the data for Annex C, each record comprises of 12 fields. The following table shows in grey the fields that have to be provided for the different tables of Annex C. The white cells correspond to blank fields in the record. An asterisk indicates a key field. The combination of the values of the key fields for a record must constitute a unique key value within the file. If duplicate key values are found, the file will not be loaded correctly.

Provisional (tables C1 and C2) and final consolidated data (tables C3 and C4) are to be sent at different times following the same structure.

		DsetID				
Field Number	Field name	C1 (1)	C2 (1)	C3 (2)	C4 (2)	C5
1	RCount	*	*	*	*	*
2	DsetID	*	*	*	*	*
3	Year	*	*	*	*	*
4	Period	*	*	*	*	*

Field Number	Field name	DsetID				
		C1 ⁽¹⁾	C2 ⁽¹⁾	C3 ⁽²⁾	C4 ⁽²⁾	C5
5	TransID	* 1 & 2	* 3 & 4	* 1 & 2	* 3 & 4	
6	LDG		*		*	
7	UNL		*		*	
8	Pass					
9	Passkm					
10	TrainKM					
11	FlagC					
12	FlagD					

⁽¹⁾ Provisional data.

⁽²⁾ Final consolidated data.

Dataset for Annex D: Annual statistics on passenger transport — simplified reporting

Field number	Field name	Description	Coding	Field type	Max length	Specific codes for missing values
1	RCount	Reporting country	ISO-3166-alpha2 nomenclature except 'UK' for United Kingdom	Text	2	
2	DsetID	Dataset identifier	D1 to D2	Text	2	
3	Year	Year of the dataset	4 digits	Text	4	
4	Period	Reference period	A0	Text	2	
5	Pass	Total passenger transport	Passengers	Numeric	10	
6	Passkm	Total passenger transport in 1 000 passenger-kilometres	1 000 pkm	Numeric	10	
7	TrainKm	Passenger train movements in 1 000 train-km	1 000 Train-km	Numeric	8	
8	FlagC	Confidentiality flag	1: confidential 0: not confidential	Text	1	
9	FlagD	Flag of authorisation for dissemination	1: dissemination not authorised 0: dissemination authorised	Text	1	

In the flat file containing the data for Annex D, each record comprises of 9 fields. The following table shows in grey the fields that have to be provided for each of the two tables of Annex D. The white cells correspond to blank fields in the record. An asterisk indicates a key field. The combination of the values of the key fields for a record must constitute a unique key value within the file. If duplicate key values are found, the file will not be loaded correctly.

Field number	Field name	DsetID	
		D1	D2
1	RCount	*	*
2	DsetID	*	*
3	Year	*	*

		DsetID	
Field number	Field name	D1	D2
4	Period	*	*
5	Pass		
6	Passkm		
7	TrainKM		
8	FlagC		
9	FlagD		

Dataset for Annex E: Quarterly statistics on goods and passenger transport

Field number	Field name	Description	Coding	Field type	Max length	Specific codes for missing values
1	RCount	Reporting country	ISO-3166-alpha2 nomenclature except 'UK' for United Kingdom	Text	2	
2	DsetID	Dataset identifier	E1 to E2	Text	2	
3	Year	Year of the dataset	4 digits	Text	4	
4	Period	Reference period	Q1 to Q4	Text	2	
5	Tonnes	Total goods transport	Tonnes	Numeric	10	
6	Tkm	Total goods transport in 1 000 tonne-kilometres	1 000 Tonnes-km	Numeric	10	
7	Pass	Total passenger transport	Passengers	Numeric	10	
8	Passkm	Total passenger transport in 1 000 passenger-kilometres	1 000 pkm	Numeric	10	
9	FlagC	Confidentiality flag	1: confidential 0: not confidential	Text	1	
10	FlagD	Flag of authorisation for dissemination	1: dissemination not authorised 0: dissemination authorised	Text	1	

In the flat file containing the data for Annex E, each record comprises 10 fields. The following table shows in grey the fields that have to be provided for each of the two tables of Annex E. The white cells correspond to blank fields in the record. An asterisk indicates a key field. The combination of the values of the key fields for a record must constitute a unique key value within the file. If duplicate key values are found, the file will not be loaded correctly.

		DsetID	
Field number	Field name	E1	E2
1	RCount	*	*
2	DsetID	*	*
3	Year	*	*
4	Period	*	*
5	Tonnes		

Field number	Field name	DsetID	
		E1	E2
6	Tkm		
7	Pass		
8	Passkm		
9	FlagC		
10	FlagD		

Dataset for Annex H: Statistics on accidents

Field number	Field name	Description	Coding	Field type	Max length	Specific codes for missing values
1	RCount	Reporting country	ISO-3166-alpha2 nomenclature except 'UK' for United Kingdom	Text	2	
2	DsetID	Dataset identifier	H1 to H4	Text	2	
3	Year	Year of the dataset	4 digits	Text	4	
4	Period	Reference period	A0	Text	2	
5	AccID	Type of accident	1: Collisions 2: Derailments 3: Accidents involving level crossings 4: Accidents to persons caused by rolling stock in motion 5: Fire in rolling stock 6: Others 7: Total 9: Unknown	Text	1	
6	PersID	Category of person	1: Passengers 2: Employees 3: Others 4: Total [5: Level-crossing users] [6: Unauthorised persons on railway premises] 9: Unknown	Text	1	
7	NbAccSign	Number of significant accidents	Number	Numeric	8	
8	NbAccInj	Number of serious injury accidents	Number	Numeric	8	
9	NbAccDGIn	Number of accident involving the transport of dangerous goods	Number	Numeric	8	
10	NbAccDGRe	Number of accident releasing dangerous goods	Number	Numeric	8	
11	NbPersK	Number of persons killed	Number	Numeric	8	
12	NbPersI	Number of persons seriously injured	Number	Numeric	8	

In the flat file containing the data for Annex H, each record comprises 12 fields. The following table shows in grey the fields that have to be provided for each table of Annex H. The white cells correspond to blank fields in the record. An asterisk indicates a key field. The combination of the values of the key fields for a record must constitute a unique key value within the file. If duplicate key values are found, the file will not be loaded correctly.

The table contains two further categories of persons that may be required in future: '5: Level-crossing users'; and: '6: Unauthorised persons on railway premises'.

Field number	Field name	DsetID			
		H1	H2	H3	H4
1	RCount	*	*	*	*
2	DsetID	*	*	*	*
3	Year	*	*	*	*
4	Period	*	*	*	*
5	AccID	*		*	*
6	PersID			*	*
7	NbAccSign				
8	NbAccInj ⁽¹⁾				
9	NbAccDGIn				
10	NbAccDGRe				
11	NbPersK				
12	NbPersI				

⁽¹⁾ Number of serious injury accidents (NbAccInj) is an optional variable in table H1.

Dataset for Annex I

Field number	Field name	Description	Coding	Field type	Max length	Specific codes for missing values
1	RCount	Reporting country	ISO-3166-alpha2 nomenclature except 'UK' for United Kingdom	Text	2	
2	DsetID	Dataset identifier	I1	Text	2	
3	Year	Year of the dataset	4 digits	Text	4	
4	UCode	Undertaking code (constant over years)	ISO-3166-alpha2 nomenclature except 'UK' for the United Kingdom + 3-digit number	Text	5	XX
5	UName	Name of undertaking		Text	100	
6	CountID	Country in which undertaking is based	ISO-3166-alpha2 nomenclature except 'UK' for United Kingdom	Text	2	XX
7	IntFret	Freight transport activity: international	1: YES 0: NO	Text	1	

Field number	Field name	Description	Coding	Field type	Max length	Specific codes for missing values
8	Natfret	Freight transport activity: national	1: YES 0: NO	Text	1	
9	Intpass	passenger transport activity: international	1: YES 0: NO	Text	1	
10	Natpass	passenger transport activity: national	1: YES 0: NO	Text	1	
11	DsetA	Data included in Annex A	1: YES 0: NO	Text	1	
12	DsetB	Data included in Annex B	1: YES 0: NO	Text	1	
13	DsetC	Data included in Annex C	1: YES 0: NO	Text	1	
14	DsetD	Data included in Annex D	1: YES 0: NO	Text	1	
15	DsetE	Data included in Annex E	1: YES 0: NO	Text	1	
16	DsetF	Data included in Annex F	1: YES 0: NO	Text	1	
17	DsetG	Data included in Annex G	1: YES 0: NO	Text	1	
18	DsetH	Data included in Annex H	1: YES 0: NO	Text	1	
19	Tonnes	Total freight transport (in tonnes)	Tonnes	Numeric	10	
20	Tkm	Total freight transport (1 000 tkm)	1 000 Tonne-kilometre	Numeric	10	
21	Pass	Total passenger transport (in passenger)	Number of passengers	Numeric	10	
22	Passkm	Total passenger transport (1 000 passenger-km)	1 000 passenger-km	Numeric	10	

In the flat file containing the data for Annex I, each record comprises of 22 fields. The following table shows all fields in grey because there is only one table in Annex I. Optional fields may be left empty. An asterisk indicates a key field. The combination of the values of the key fields for a record must constitute a unique key value within the file. If duplicate key values are found, the file will not be loaded correctly.

Field number	Field name	DsetID I1
1	RCount	*
2	DsetID	*
3	Year	*

Field number	Field name	DsetID 11
4	UCode	*
5	UName ⁽¹⁾	
6	CountID	
7	IntFret	
8	Natfret	
9	Intpass	
10	Natpass	
11	DsetA	
12	DsetB	
13	DsetC	
14	DsetD	
15	DsetE	
16	DsetF	
17	DsetG	
18	DsetH	
19	Tonnes ⁽²⁾	
20	Tkm ⁽³⁾	
21	Pass ⁽⁴⁾	
22	Passkm ⁽⁵⁾	

⁽¹⁾ Name of undertaking (UName) is an optional variable.

⁽²⁾ Total freight transport (in tonnes) is an optional variable.

⁽³⁾ Total freight transport (in 1 000 tkm) (Tkm) is an optional variable.

⁽⁴⁾ Total passenger transport (in passengers) (Pass) is an optional variable.

⁽⁵⁾ Total passenger transport (in 1 000 pkm) (Passkm) is an optional variable.

3. MISSING VALUES

For certain fields, Eurostat may recommend the use of specific codes for missing values or other special values (see column 'specific codes for missing values').

Additional information is provided in the Guidelines for the implementation of Regulation (EC) No 91/2003.

4. ALTERNATIVE STANDARD FORMATS

Member States may use other standard formats which support the abovementioned data structures, where these are proposed by Eurostat.

5. VALIDATION OF DATA BY EUROSTAT

Eurostat will apply some validation checks to the data transmitted by Member States, before the data are loaded into the production database. Where a significant number of records fail these checks, Eurostat will notify the Member State of the records in error and indicate the reasons for non-acceptance. The Member State will be requested to rectify the errors noted and then to re-submit the complete dataset (not just the records that were in error). This procedure is necessary in order to guarantee the correctness of the data within and between different datasets.

6. NAMING OF DATASET FILE

The following file naming convention must be used:

'RAIL_annex_frequency_CC_YYYY_period[_OptionalField].format' where:

RAIL	For RAIL data
Annex	Dataset identification (i.e. Annex of the Regulation): A: Annual statistics on goods transport — detailed reporting B: Annual statistics on goods transport — simplified reporting C: Annual statistics on passenger transport — detailed reporting D: Annual statistics on passenger transport — simplified reporting E: Quarterly statistics on goods and passenger transport F: Regional statistics on goods and passenger transport G: Statistics on traffic flows on the rail network H: Statistics on accidents I: List of Railway undertakings
Frequency	A for Annual Q for Quarterly 5 for every five years
CC	Reporting country: use ISO3166-alpha2 except 'UK' for United Kingdom
YYYY	Year of reference (e.g. 2004)
Period	'0000' for Annual '0001' for the first quarter '0002' for the second quarter '0003' for the third quarter '0004' for the fourth quarter '0005' for quinquennial
[_OptionalField]	Can contain any chain of 1 to 220 characters (only 'A' to 'Z', '0' to '9' or '_' are allowed). This field is not interpreted by Eurostat tools.
.format	File format: (e.g. 'CSV' for Comma Separated Value, 'GES' for GESMES)

One file has to be sent for each annex of the Regulation and period.

Example:

The file 'RAIL_E_Q_FR_2004_0002.csv' is the data file that contains the data from France for Annex E of the Regulation, covering the second quarter of the year 2004.

7. TRANSMISSION METHOD

Data shall be transmitted or uploaded by electronic means to the single entry point for data at Eurostat. This method assures the secure transmission of confidential data.

ANNEX 4: REGULATION (EU) 2016/2032

**REGULATION (EU) 2016/2032 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 26 October 2016**

**amending Regulation (EC) No 91/2003 on rail transport statistics, as regards the collection of data
on goods, passengers and accidents**

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 338(1) thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Acting in accordance with the ordinary legislative procedure ⁽¹⁾,

Whereas:

- (1) Regulation (EC) No 91/2003 of the European Parliament and of the Council ⁽²⁾ establishes a common framework for producing, transmitting, evaluating and disseminating comparable rail transport statistics in the Union.
- (2) Statistics on the transport of goods and passengers by rail are necessary to enable the Commission to monitor and develop the common transport policy, as well as the transport elements of policies relating to the regions and to trans-European networks.
- (3) Statistics on rail safety are also necessary to enable the Commission to prepare and monitor Union action in the field of transport safety. The European Union Agency for Railways collects data on accidents under Annex I to Directive 2004/49/EC of the European Parliament and of the Council ⁽³⁾ as regards common safety indicators and common methods of calculating accident costs.
- (4) It is important to avoid duplication of work and to optimise the use of existing information that is capable of being used for statistical purposes. To that end, and with a view to providing easily accessible and useful information to Union citizens and other stakeholders on rail transport safety and interoperability of the rail system, including the rail infrastructure, appropriate cooperation agreements on statistical activities should be established between the Commission's services and relevant entities, including at international level.
- (5) Most Member States transmitting passenger data to the Commission (Eurostat) under Regulation (EC) No 91/2003 have regularly provided the same data for both the provisional and final datasets.
- (6) A balance should be struck between the needs of the users and the burden on respondents when producing European statistics.
- (7) Within its Working Group and Task Force on rail transport statistics, Eurostat has conducted a technical analysis of the existing data on rail transport statistics collected pursuant to relevant binding Union legal acts and of the dissemination policy, in order to simplify as much as possible the various activities necessary for producing statistics, while ensuring that the final output remains in line with the present and future needs of users.

⁽¹⁾ Position of the European Parliament of 11 March 2014 (not yet published in the Official Journal) and position of the Council at first reading of 18 July 2016 (not yet published in the Official Journal). Position of the European Parliament of 26 October 2016 (not yet published in the Official Journal).

⁽²⁾ Regulation (EC) No 91/2003 of the European Parliament and of the Council of 16 December 2002 on rail transport statistics (OJ L 14, 21.1.2003, p. 1).

⁽³⁾ Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (Railway Safety Directive) (OJ L 164, 30.4.2004, p. 44).

- (8) In its report to the European Parliament and to the Council on its experience acquired in applying Regulation (EC) No 91/2003, the Commission referred to the fact that long-term developments will probably result in the suppression or the simplification of the data already collected under that Regulation, and that the aim is to reduce the data transmission period for annual data on rail passengers. The Commission should continue to provide reports at regular intervals on the implementation of that Regulation.
- (9) Regulation (EC) No 91/2003 confers powers on the Commission to implement some of its provisions. As a consequence of the entry into force of the Treaty on the Functioning of the European Union ('the Treaty'), the powers conferred on the Commission under that Regulation need to be aligned with Articles 290 and 291 of the Treaty.
- (10) In order to reflect new developments in the Member States while, at the same time, maintaining the harmonised collection of rail transport data across the Union, and with a view to maintaining the high quality of the data transmitted by the Member States, the power to adopt acts in accordance with Article 290 of the Treaty should be delegated to the Commission in respect of amending Regulation (EC) No 91/2003 to adapt the technical definitions and to provide for additional technical definitions. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making ⁽¹⁾. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.
- (11) The Commission should ensure that those delegated acts do not impose a significant additional burden on the Member States or on the respondents.
- (12) In order to ensure uniform conditions for implementation of Regulation (EC) No 91/2003, implementing powers should be conferred on the Commission as regards the specification of the information to be supplied for the reports on the quality and comparability of the results, and the arrangements for the dissemination of those results by the Commission (Eurostat). Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council ⁽²⁾.
- (13) The European Statistical System Committee has been consulted.
- (14) Regulation (EC) No 91/2003 should therefore be amended accordingly,

HAVE ADOPTED THIS REGULATION:

Article 1

Regulation (EC) No 91/2003 is amended as follows:

(1) Article 3 is amended as follows:

- (a) in paragraph 1, points 24-30 are deleted;
- (b) paragraph 2 is replaced by the following:

'2. The Commission is empowered to adopt delegated acts in accordance with Article 10 concerning the amendment of the present Article to adapt the technical definitions set out in points 8 to 10 and 21 to 23 of paragraph 1 and to provide for additional technical definitions, when needed to take into account new developments which require a certain level of technical detail to be defined in order to ensure the harmonisation of statistics.

⁽¹⁾ OJ L 123, 12.5.2016, p. 1.

⁽²⁾ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

When exercising that power the Commission shall ensure that the delegated acts do not impose a significant additional burden on the Member States or on the respondents. Furthermore, the Commission shall duly justify the statistical actions for which those delegated acts provide, using, where appropriate, cost-effectiveness analysis, including an assessment of the burden on respondents and of the production costs, as referred to in point (c) of Article 14(3) of Regulation (EC) No 223/2009 of the European Parliament and of the Council (*).

(*) Regulation (EC) No 223/2009 of the European Parliament and of the Council of 11 March 2009 on European statistics and repealing Regulation (EC, Euratom) No 1101/2008 of the European Parliament and of the Council on the transmission of data subject to statistical confidentiality to the Statistical Office of the European Communities, Council Regulation (EC) No 322/97 on Community Statistics, and Council Decision 89/382/EEC, Euratom establishing a Committee on the Statistical Programmes of the European Communities (OJ L 87, 31.3.2009, p. 164).;

(2) Article 4 is amended as follows:

(a) in paragraph 1, points (b), (d) and (h) are deleted;

(b) paragraph 2 is replaced by the following:

‘2. Member States shall report under Annexes A and C data for undertakings that have:

(a) a total volume of goods transport of at least 200 000 000 tonne-km or at least 500 000 tonnes;

(b) a total volume of passenger transport of at least 100 000 000 passenger-km.

Reporting under Annexes A and C shall be optional in respect of undertakings falling below the thresholds referred to in points (a) and (b).’;

(c) paragraph 3 is replaced by the following:

‘3. Member States shall report under Annex L the total data for undertakings falling below the thresholds referred to in paragraph 2 if those data are not reported under Annexes A and C, as specified in Annex L.’;

(3) in Article 5(2), point (b) is replaced by the following:

‘(b) administrative data, including data collected by regulatory authorities, in particular the rail freight waybill if one is available.’;

(4) Article 7 is replaced by the following:

‘Article 7

Dissemination

Statistics based on the data specified in Annexes A, C, E, F, G and L shall be disseminated by the Commission (Eurostat).

The Commission shall adopt implementing acts laying down the arrangements for the dissemination of results. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 11(2).’;

(5) Article 8 is amended as follows:

(a) the following paragraph is inserted:

‘1a. Member States shall take all measures necessary to ensure the quality of the data transmitted.’;

(b) the following paragraphs are added:

‘3. For the purposes of this Regulation, the quality criteria to be applied to the data to be transmitted are those referred to in Article 12(1) of Regulation (EC) No 223/2009.

4. The Commission shall adopt implementing acts specifying the detailed arrangements, structure, periodicity and comparability elements for the standard quality reports. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 11(2).;

(6) Article 9 is replaced by the following:

'Article 9

Reports on implementation

By 31 December 2020 and every four years thereafter, the Commission, after consulting the European Statistical System Committee, shall submit a report to the European Parliament and to the Council on the implementation of this Regulation and on future developments.

In that report, the Commission shall take account of relevant information provided by Member States relating to the quality of the data transmitted, the data collection methods used and information on potential improvements and on users' needs.

In particular, that report shall:

- (a) assess the benefits, accruing to the Union, the Member States and the providers and users of statistical information, of the statistics produced, in relation to their costs;
- (b) assess the quality of the data transmitted, the data collection methods used and the quality of the statistics produced.;

(7) Article 10 is replaced by the following:

'Article 10

Exercise of the delegation

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.

2. The power to adopt delegated acts referred to in Article 3(2) shall be conferred on the Commission for a period of five years from 13 December 2016. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

3. The delegation of power referred to in Article 3(2) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the *Official Journal of the European Union* or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making (*).

5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

6. A delegated act adopted pursuant to Article 3(2) shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

(*) OJ L 123, 12.5.2016, p. 1.;

(8) Article 11 is replaced by the following:

'Article 11

Committee procedure

1. The Commission shall be assisted by the European Statistical System Committee established by Regulation (EC) No 223/2009. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council (*).

2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

(*) Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).;

(9) Article 12 is deleted;

(10) Annexes B, D, H and I are deleted;

(11) Annex C is replaced by the text appearing in Annex I to this Regulation;

(12) Annex L, as set out in Annex II to this Regulation, is added.

Article 2

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Strasbourg, 26 October 2016.

For the European Parliament
The President
M. SCHULZ

For the Council
The President
I. LESAY

ANNEX I

ANNEX C

ANNUAL STATISTICS ON PASSENGER TRANSPORT — DETAILED REPORTING

List of variables and units of measurement	Passengers transported in: — number of passengers — passenger-km Passenger train movements in: — train-km
Reference period	One year
Frequency	Every year
List of tables with the breakdown for each table	Table C3: passengers transported, by type of transport Table C4: international passengers transported, by country of embarkation and by country of disembarkation Table C5: passenger train movements
Deadline for transmission of data	Eight months after end of reference period
First reference period	2016
Notes	1. Type of transport is broken down as follows: — national — international 2. For Tables C3 and C4, Member States shall report data including information from ticket sales outside the reporting country. This information may be obtained either directly from the national authorities of other countries or through international compensation arrangements for tickets'

ANNEX II

ANNEX L

Table L.1

LEVEL OF TRANSPORT ACTIVITY IN GOODS TRANSPORT	
List of variables and units of measurement	Goods transported in: — total tonnes — total tonne-km Goods train movements in: — total train-km
Reference period	One year
Frequency	Every year
Deadline for transmission of data	Five months after end of reference period
First reference period	2017
Notes	Only for undertakings with a total volume of freight transport of less than 200 million tonne-km and less than 500 000 tonnes and not reporting under Annex A (detailed reporting)

Table L.2

LEVEL OF TRANSPORT ACTIVITY IN PASSENGER TRANSPORT	
List of variables and units of measurement	Passengers transported in: — total passengers — total passenger-km Passenger train movements in: — total train-km
Reference period	One year
Frequency	Every year
Deadline for transmission of data	Eight months after end of reference period
First reference period	2017
Notes	Only for undertakings with a total volume of passenger transport of less than 100 million passenger-km and not reporting under Annex C (detailed reporting)

ANNEX 5: REGULATION (EU) 2018/643

I

(Legislative acts)

REGULATIONS

REGULATION (EU) 2018/643 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 18 April 2018
on rail transport statistics
(recast)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 338(1) thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social Committee ⁽¹⁾,

Acting in accordance with the ordinary legislative procedure ⁽²⁾,

Whereas:

- (1) Regulation (EC) No 91/2003 of the European Parliament and of the Council ⁽³⁾ has been substantially amended several times ⁽⁴⁾. Since further amendments are to be made, that Regulation should be recast in the interests of clarity.
- (2) Railways are an important part of the Union's transport networks.
- (3) Statistics on the transport of goods and passengers by rail are necessary to enable the Commission to monitor and develop the common transport policy, as well as the transport elements of policies relating to the regions and to trans-European networks.
- (4) Statistics on rail safety are also necessary to enable the Commission to prepare and monitor Union action in the field of transport safety. The European Union Agency for Railways collects data on accidents under Annex I to Directive 2004/49/EC of the European Parliament and of the Council ⁽⁵⁾ as regards common safety indicators and common methods of calculating accident costs.
- (5) Statistics at Union level on rail transport are also required in order to fulfil the monitoring tasks provided for in Article 15 of Directive 2012/34/EU of the European Parliament and of the Council ⁽⁶⁾.
- (6) Statistics at Union level on all modes of transport should be collected according to common concepts and standards, with the aim of achieving the fullest practicable comparability between transport modes.

⁽¹⁾ Opinion of 6 December 2017 (not yet published in the Official Journal).

⁽²⁾ Position of the European Parliament of 14 March 2018 (not yet published in the Official Journal), and decision of the Council of 12 April 2018.

⁽³⁾ Regulation (EC) No 91/2003 of the European Parliament and of the Council of 16 December 2002 on rail transport statistics (OJ L 14, 21.1.2003, p. 1).

⁽⁴⁾ See Annex IX.

⁽⁵⁾ Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (Railway Safety Directive) (OJ L 164, 30.4.2004, p. 44).

⁽⁶⁾ Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (OJ L 343, 14.12.2012, p. 32).

- (7) It is important to avoid duplication of work and to optimise the use of existing information that is capable of being used for statistical purposes. To that end, and with a view to providing easily accessible and useful information to Union citizens and other stakeholders on rail transport safety and interoperability of the rail system, including the rail infrastructure, appropriate cooperation agreements on statistical activities should be established between the Commission's services and relevant entities, including at international level.
- (8) A balance should be struck between the needs of the users and the burden on respondents when producing European statistics.
- (9) In its report to the European Parliament and to the Council on its experience acquired in applying Regulation (EC) No 91/2003, the Commission referred to the fact that long-term developments will probably result in the suppression or the simplification of the data already collected under that Regulation, and that the aim is to reduce the data transmission period for annual data on rail passengers. The Commission should continue to provide reports at regular intervals on the implementation of this Regulation.
- (10) The coexistence of publicly and privately owned railway undertakings operating in a commercial rail transport market requires an explicit specification of the statistical information which should be provided by all railway undertakings and disseminated by Eurostat.
- (11) Since the objective of this Regulation, namely the creation of common statistical standards which permit the production of harmonised data and which are to be implemented in each Member State under the authority of the bodies and institutions in charge of producing official statistics, cannot be sufficiently achieved by the Member States but can rather, by reason of its scale and effects, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective.
- (12) Regulation (EC) No 223/2009 of the European Parliament and of the Council ⁽¹⁾ provides a reference framework for the provisions laid down by this Regulation.
- (13) In order to reflect new developments in the Member States while, at the same time, maintaining the harmonised collection of rail transport data across the Union, and with a view to maintaining the high quality of the data transmitted by the Member States, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending this Regulation to adapt the technical definitions and to provide for additional technical definitions. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making ⁽²⁾. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.
- (14) The Commission should ensure that those delegated acts do not impose a significant additional burden on the Member States or on the respondents.
- (15) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission as regards the specification of the information to be supplied for the reports on the quality and comparability of the results, and the arrangements for the dissemination of those results by the Commission (Eurostat). Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council ⁽³⁾.
- (16) The European Statistical System Committee has been consulted,

⁽¹⁾ Regulation (EC) No 223/2009 of the European Parliament and of the Council of 11 March 2009 on European statistics and repealing Regulation (EC, Euratom) No 1101/2008 of the European Parliament and of the Council on the transmission of data subject to statistical confidentiality to the Statistical Office of the European Communities, Council Regulation (EC) No 322/97 on Community Statistics, and Council Decision 89/382/EEC, Euratom establishing a Committee on the Statistical Programmes of the European Communities (OJ L 87, 31.3.2009, p. 164).

⁽²⁾ OJ L 123, 12.5.2016, p. 1.

⁽³⁾ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

HAVE ADOPTED THIS REGULATION:

Article 1

Objective

The objective of this Regulation is to establish common rules for the production of rail transport statistics at Union level.

Article 2

Scope

This Regulation shall cover all railways in the Union. Each Member State shall report statistics which relate to rail transport on its national territory. Where a railway undertaking operates in more than one Member State, the national authorities concerned shall require the undertaking to provide data separately for each country in which it operates so as to enable national statistics to be compiled.

Member States may exclude from the scope of this Regulation:

- (a) railway undertakings which operate entirely or mainly within industrial and similar installations, including harbours;
- (b) railway undertakings which mainly provide local tourist services, such as preserved historical steam railways.

Article 3

Definitions

1. For the purposes of this Regulation, the following definitions apply:

- (1) 'reporting country' means the Member State transmitting data to Eurostat;
- (2) 'national authorities' means national statistical institutes and other bodies responsible in each Member State for producing European statistics;
- (3) 'railway' means a line of communication made up by rail exclusively for the use of railway vehicles;
- (4) 'railway vehicle' means mobile equipment running exclusively on rails, moving either under its own power (tractive vehicles) or hauled by another vehicle (coaches, railcar trailers, vans and wagons);
- (5) 'railway undertaking' means any public or private undertaking which provides services for the transport of goods and/or passengers by rail. Undertakings whose only business is to provide services for the transport of passengers by metro, tram and/or light rail are excluded;
- (6) 'transport of goods by rail' means the movement of goods using railway vehicles between the place of loading and the place of unloading;
- (7) 'transport of passengers by rail' means the movement of passengers using railway vehicles between the place of embarkation and the place of disembarkation. The transport of passengers by metro, tram and/or light rail is excluded;
- (8) 'metro' (also known as 'subway', 'metropolitan railway' or 'underground') means an electric railway for the transport of passengers with the capacity for a heavy volume of traffic and characterised 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. Metros are also characterised by closely spaced stations, normally meaning a distance of 700 to 1 200 m between the stations. '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;
- (9) 'tram (streetcar)' means a passenger road vehicle designed to seat more than nine persons (including the driver), which is connected to electric conductors or powered by diesel engine and which is rail-borne;
- (10) 'light rail' means a railway for the transport of passengers that often uses electrically powered rail-borne cars operating singly or in short trains on fixed duo-rail lines. There is generally a distance of less than 1 200 m between stations/stops. In comparison to metros, light rail is more lightly constructed, is designed for lower traffic volumes and usually travels at lower speeds. 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;

- (11) 'national transport' means rail transport between two places (a place of loading/embarkation and a place of unloading/disembarkation) located in the reporting country. It may involve transit through a second country;
- (12) 'international transport' means rail 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;
- (13) 'transit' means rail transport through the reporting country between two places (a place of loading/embarkation and a place of unloading/disembarkation) outside the reporting country. Transport operations involving loading/embarkation or unloading/disembarkation of goods/passengers at the border of the reporting country from/onto another mode of transport are not considered as transit;
- (14) 'rail passenger' means 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;
- (15) 'number of passengers' means the number of trips by rail passengers, where each trip is defined as the movement from the place of embarkation to the place of disembarkation, with or without transfers from one rail vehicle to another. If passengers use the services of more than one railway undertaking, when possible they shall not be counted more than once;
- (16) 'passenger-km' means the unit of measure representing the transport of one passenger by rail over a distance of one kilometre. Only the distance on the national territory of the reporting country shall be taken into account;
- (17) 'weight' means the quantity of goods in tonnes (1 000 kilograms). The weight to be taken into consideration includes, in addition to the weight of the goods transported, the weight of packaging and the tare weight of containers, swap bodies, pallets as well as road vehicles transported by rail in the course of combined transport operations. If the goods are transported using the services of more than one railway undertaking, when possible the weight of goods shall not be counted more than once;
- (18) 'tonne-km' means the unit of measure of goods transport which represents the transport of one tonne (1 000 kilograms) of goods by rail over a distance of one kilometre. Only the distance on the national territory of the reporting country shall be taken into account;
- (19) 'train' means one or more railway vehicles hauled by one or more locomotives or railcars, or one railcar travelling alone, running under a given number or specific designation from an initial fixed point to a terminal fixed point. A light engine, that is to say, a locomotive travelling on its own, is not considered to be a train;
- (20) 'train-km' means the unit of measure representing the movement of a train over one kilometre. The distance used is the distance actually run, if available, otherwise the standard network distance between the origin and destination shall be used. Only the distance on the national territory of the reporting country shall be taken into account;
- (21) 'full train load' means any consignment comprising one or more wagonloads transported at the same time by the same sender at the same station and forwarded with no change in train composition to the address of the same consignee at the same destination station;
- (22) 'full wagon load' means any consignment of goods for which the exclusive use of a wagon is required, whether or not the total loading capacity is utilised;
- (23) 'TEU (Twenty-foot Equivalent Unit)' means a standard unit based on an ISO container of 20 feet length (6,10 m), used as a statistical measure of traffic flows or capacities. One standard 40' ISO Series 1 container equals 2 TEUs. Swap bodies under 20 feet correspond to 0,75 TEU, between 20 feet and 40 feet to 1,5 TEU and over 40 feet to 2,25 TEU.

2. The Commission is empowered to adopt delegated acts in accordance with Article 10 amending this Article to adapt the technical definitions set out in points (8), (9), (10), (21), (22) and (23) of paragraph 1 of this Article and to provide for additional technical definitions, when needed to take into account new developments which require a certain level of technical detail to be defined in order to ensure the harmonisation of statistics.

When exercising that power the Commission shall ensure that the delegated acts do not impose a significant additional burden on the Member States or on the respondents. Furthermore, the Commission shall duly justify the statistical actions for which those delegated acts provide, using, where appropriate, cost-effectiveness analysis, including an assessment of the burden on respondents and of the production costs, as referred to in point (c) of Article 14(3) of Regulation (EC) No 223/2009.

*Article 4***Data collection**

1. The statistics to be collected are set out in the Annexes to this Regulation. They shall cover the following types of data:
 - (a) annual statistics on goods transport — detailed reporting (Annex I);
 - (b) annual statistics on passenger transport — detailed reporting (Annex II);
 - (c) quarterly statistics on goods and passenger transport (Annex III);
 - (d) regional statistics on goods and passenger transport (Annex IV);
 - (e) statistics on traffic flows on the rail network (Annex V).
2. Member States shall report under Annexes I and II data for undertakings that have:
 - (a) a total volume of goods transport of at least 200 000 000 tonne-km or at least 500 000 tonnes;
 - (b) a total volume of passenger transport of at least 100 000 000 passenger-km.Reporting under Annexes I and II shall be optional in respect of undertakings falling below the thresholds referred to in points (a) and (b).
3. Member States shall report under Annex VIII the total data for undertakings falling below the thresholds referred to in paragraph 2 if those data are not reported under Annexes I and II, as specified in Annex VIII.
4. For the purposes of this Regulation, goods shall be classified in accordance with Annex VI. Dangerous goods shall additionally be classified in accordance with Annex VII.

*Article 5***Data sources**

1. Member States shall designate a public or private organisation to participate in collecting the data required in accordance with this Regulation.
2. The necessary data may be obtained using any combination of the following sources:
 - (a) compulsory surveys;
 - (b) administrative data, including data collected by regulatory authorities, in particular the rail freight waybill if one is available;
 - (c) statistical estimation procedures;
 - (d) data supplied by professional organisations in the rail industry;
 - (e) ad hoc studies.
3. The national authorities shall take measures for the coordination of the data sources used and to ensure the quality of the statistics transmitted to Eurostat.

*Article 6***Transmission of statistics to Eurostat**

1. Member States shall transmit the statistics referred to in Article 4 to Eurostat.
2. The Commission shall adopt implementing acts laying down the arrangements for the transmission of the statistics referred to in Article 4. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 11(2).

*Article 7***Dissemination**

1. Statistics based on the data specified in Annexes I to V and VIII shall be disseminated by the Commission (Eurostat).
2. The Commission shall adopt implementing acts laying down the arrangements for the dissemination of results. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 11(2).

*Article 8***Quality of statistics**

1. In order to assist Member States in maintaining the quality of statistics in the domain of rail transport, Eurostat shall develop and publish methodological recommendations. These recommendations shall take account of the best practices of national authorities, of railway undertakings and of professional organisations for the railway industry.
2. Member States shall take all measures necessary to ensure the quality of the data transmitted.
3. The quality of the statistical data shall be evaluated by Eurostat. To this end, on request by Eurostat, Member States shall supply information on the methods used in producing the statistics.
4. For the purposes of this Regulation, the quality criteria to be applied to the data to be transmitted are those referred to in Article 12(1) of Regulation (EC) No 223/2009.
5. The Commission shall adopt implementing acts specifying the detailed arrangements, structure, periodicity and comparability elements for the standard quality reports. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 11(2).

*Article 9***Reports on implementation**

By 31 December 2020 and every four years thereafter, the Commission, after consulting the European Statistical System Committee, shall submit a report to the European Parliament and to the Council on the implementation of this Regulation and on future developments.

In that report, the Commission shall take account of relevant information provided by Member States relating to the quality of the data transmitted, the data collection methods used and information on potential improvements and on users' needs.

In particular, that report shall:

- (a) assess the benefits, accruing to the Union, the Member States and the providers and users of statistical information, of the statistics produced, in relation to their costs;
- (b) assess the quality of the data transmitted, the data collection methods used and the quality of the statistics produced.

*Article 10***Exercise of the delegation**

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.
2. The power to adopt delegated acts referred to in Article 3(2) shall be conferred on the Commission for a period of five years from 13 December 2016. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.
3. The delegation of power referred to in Article 3(2) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the *Official Journal of the European Union* or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.
5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.
6. A delegated act adopted pursuant to Article 3(2) shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Article 11

Committee procedure

1. The Commission shall be assisted by the European Statistical System Committee established by Regulation (EC) No 223/2009. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.
2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

Article 12

Repeal

Regulation (EC) No 91/2003 is repealed.

References to the repealed Regulation shall be construed as references to this Regulation and shall be read in accordance with the correlation table in Annex X.

Article 13

Entry into force

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Strasbourg, 18 April 2018.

For the European Parliament
The President
A. TAJANI

For the Council
The President
L. PAVLOVA

ANNEX I

ANNUAL STATISTICS ON GOODS TRANSPORT — DETAILED REPORTING	
List of variables and units of measurement	Goods transported in: — tonnes — tonne-km Goods train movements in: — train-km Number of intermodal transport units carried in: — number — TEU (20-foot-equivalent unit) (for containers and swap bodies)
Reference period	One year
Frequency	Every year
List of tables with the breakdown for each table	Table I1: goods transported, by type of transport Table I2: goods transported, by type of goods (Annex VI) Table I3: goods transported (for international and transit traffic) by country of loading and country of unloading Table I4: goods transported, by category of dangerous goods (Annex VII) Table I5: goods transported, by type of consignment (optional) Table I6: goods transported in intermodal transport units, by type of transport and by type of transport unit Table I7: number of loaded intermodal transport units carried, by type of transport and by type of transport unit Table I8: number of empty intermodal transport units carried, by type of transport and by type of transport unit Table I9: goods train movements
Deadline for transmission of data	Five months after end of reference period
First reference period for tables I1, I2 and I3	2003
First reference period for tables I4, I5, I6, I7, I8 and I9	2004
Notes	1. Type of transport is broken down as follows: — national — international-incoming — international-outgoing — transit 2. Type of consignment may be broken down as follows: — full train loads — full wagon loads — other

ANNUAL STATISTICS ON GOODS TRANSPORT — DETAILED REPORTING

- | | |
|--|--|
| | <ol style="list-style-type: none">3. Type of transport unit is broken down as follows:<ul style="list-style-type: none">— containers and swap bodies— semi-trailers (unaccompanied)— road vehicles (accompanied)4. For Table I3, Eurostat and the Member States may make arrangements to facilitate consolidation of data originating from undertakings in other Member States, in order to ensure the coherence of these data.5. For Table I4, Member States shall indicate which categories of traffic, if any, are not covered by the data.6. For tables I2 to I8 where complete information on transit transport is not available, Member States shall report all available data. |
|--|--|

ANNEX II

ANNUAL STATISTICS ON PASSENGER TRANSPORT — DETAILED REPORTING	
List of variables and units of measurement	Passengers transported in: — number of passengers — passenger-km Passenger train movements in: — train-km
Reference period	One year
Frequency	Every year
List of tables with the breakdown for each table	Table II1: passengers transported, by type of transport Table II2: international passengers transported, by country of embarkation and by country of disembarkation Table II3: passenger train movements
Deadline for transmission of data	Eight months after end of reference period
First reference period	2016
Notes	1. Type of transport is broken down as follows: — national — international 2. For Tables II1 and II2, Member States shall report data including information from ticket sales outside the reporting country. This information may be obtained either directly from the national authorities of other countries or through international compensation arrangements for tickets.

ANNEX III

QUARTERLY STATISTICS ON GOODS AND PASSENGER TRANSPORT	
List of variables and units of measurement	Goods transported in: — tonnes — tonne-km Passengers transported in: — number of passengers — passenger-km
Reference period	One quarter
Frequency	Every quarter
List of tables with the breakdown for each table	Table III1: goods transported Table III2: passengers transported
Deadline for transmission of data	Three months after end of reference period
First reference period	First quarter of 2004
Notes	1. Tables III1 and III2 may be reported on the basis of provisional data, including estimates. For Table III2, Member States may report data based on ticket sales in the reporting country or any other available source. 2. These statistics shall be supplied for the undertakings covered by Annexes I and II.

ANNEX IV

REGIONAL STATISTICS ON GOODS AND PASSENGER TRANSPORT	
List of variables and units of measurement	Goods transported in: — tonnes Passengers transported in: — number of passengers
Reference period	One year
Frequency	Every five years
List of tables with the breakdown for each table	Table IV1: national goods transport by region of loading and region of unloading (NUTS 2) Table IV2: international goods transport by region of loading and unloading (NUTS 2) Table IV3: national passenger transport by region of embarkation and region of disembarkation (NUTS 2) Table IV4: international passenger transport by region of embarkation and region of disembarkation (NUTS 2)
Deadline for transmission of data	12 months after end of reference period
First reference period	2005
Notes	1. Where the place of loading or unloading (Tables IV1, IV2) or embarkation or disembarkation (Tables IV3, IV4) is outside the European Economic Area, Member States shall report only the country. 2. In order to assist Member States in the preparation of these tables, Eurostat shall provide Member States with a list of UIC station codes and the corresponding NUTS codes. 3. For Tables IV3 and IV4, Member States may report data based on ticket sales or any other available source. 4. These statistics shall be supplied for the undertakings covered by Annexes I and II.

ANNEX V

STATISTICS ON TRAFFIC FLOWS ON THE RAIL NETWORK	
List of variables and units of measurement	Goods transport: — number of trains Passenger transport: — number of trains Other (service trains, etc.) (optional): — number of trains
Reference period	One year
Frequency	Every five years
List of tables with the breakdown for each table	Table V1: goods transport, by network segment Table V2: passenger transport, by network segment Table V3: other (service trains, etc.), by network segment (optional)
Deadline for transmission of data	18 months after end of reference period
First reference period	2005
Notes	- Member States shall define a set of network segments to include at least the rail trans-European network (TEN) on their national territory. They shall communicate to Eurostat: — the geographical coordinates and other data needed to identify and map each network segment as well as the links between segments, — information on the characteristics (including the capacity) of the trains using each network segment. - Each network segment which is part of the rail TEN shall be identified by means of an additional attribute in the data record, in order to enable traffic on the rail TEN to be quantified.

ANNEX VI

NST 2007

Division	Description
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
05	Textiles and textile products; leather and leather products
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
07	Coke and refined petroleum products
08	Chemicals, chemical products, and man-made fibres; rubber and plastic products; nuclear fuel
09	Other non-metallic mineral products
10	Basic metals; fabricated metal products, except machinery and equipment
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
12	Transport equipment
13	Furniture; other manufactured goods n.e.c.
14	Secondary raw materials; municipal wastes and other wastes
15	Mail, parcels
16	Equipment and material utilised in the transport of goods
17	Goods moved in the course of household and office removals; baggage transported separately from passengers; motor vehicles being moved for repair; other non-market goods n.e.c.
18	Grouped goods: a mixture of types of goods which are transported together
19	Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 01–16
20	Other goods n.e.c.

ANNEX VII

CLASSIFICATION OF DANGEROUS GOODS

1. Explosives
2. Gases, compressed, liquefied or dissolved under pressure
3. Flammable liquids
- 4.1. Flammable solids
- 4.2. Substances liable to spontaneous combustion
- 4.3. Substances which, in contact with water, emit flammable gases
- 5.1. Oxidising substances
- 5.2. Organic peroxides
- 6.1. Toxic substances
- 6.2. Substances liable to cause infections
7. Radioactive material
8. Corrosives
9. Miscellaneous dangerous substances

Note:

These categories are those defined in the regulations concerning the international carriage of dangerous goods by rail, usually known as the RID, as adopted under Directive 2008/68/EC of the European Parliament and of the Council ⁽¹⁾.

⁽¹⁾ Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13).

ANNEX VIII

Table VIII.1

LEVEL OF TRANSPORT ACTIVITY IN GOODS TRANSPORT	
List of variables and units of measurement	Goods transported in: — total tonnes — total tonne-km Goods train movements in: — total train-km
Reference period	One year
Frequency	Every year
Deadline for transmission of data	Five months after end of reference period
First reference period	2017
Notes	Only for undertakings with a total volume of freight transport of less than 200 million tonne-km and less than 500 000 tonnes and not reporting under Annex I (detailed reporting).

Table VIII.2

LEVEL OF TRANSPORT ACTIVITY IN PASSENGER TRANSPORT	
List of variables and units of measurement	Passengers transported in: — total passengers — total passenger-km Passenger train movements in: — total train-km
Reference period	One year
Frequency	Every year
Deadline for transmission of data	Eight months after end of reference period
First reference period	2017
Notes	Only for undertakings with a total volume of passenger transport of less than 100 million passenger-km and not reporting under Annex II (detailed reporting).

ANNEX IX

REPEALED REGULATION WITH LIST OF ITS SUCCESSIVE AMENDMENTS

Regulation (EC) No 91/2003 of the European Parliament and of the Council

(OJ L 14, 21.1.2003, p. 1)

Commission Regulation (EC) No 1192/2003

(OJ L 167, 4.7.2003, p. 13)

Commission Regulation (EC) No 1304/2007

Only Article 3

(OJ L 290, 8.11.2007, p. 14)

Regulation (EC) No 219/2009 of the European Parliament and of the Council

Only point 4.4 of the Annex

(OJ L 87, 31.3.2009, p. 109)

Regulation (EU) 2016/2032 of the European Parliament and of the Council

(OJ L 317, 23.11.2016, p. 105)

ANNEX X

CORRELATION TABLE

Regulation (EC) No 91/2003	This Regulation
Articles 1, 2 and 3	Articles 1, 2 and 3
Article 4(1), introductory wording	Article 4(1), introductory wording
Article 4(1)(a)	Article 4(1)(a)
Article 4(1)(c)	Article 4(1)(b)
Article 4(1)(e)	Article 4(1)(c)
Article 4(1)(f)	Article 4(1)(d)
Article 4(1)(g)	Article 4(1)(e)
Article 4(2), (3) and (4)	Article 4(2), (3) and (4)
Article 4(5)	—
Articles 5, 6 and 7	Articles 5, 6 and 7
Article 8(1)	Article 8(1)
Article 8(1a)	Article 8(2)
Article 8(2)	Article 8(3)
Article 8(3)	Article 8(4)
Article 8(4)	Article 8(5)
Articles 9, 10 and 11	Articles 9, 10 and 11
—	Article 12
Article 13	Article 13
Annex A	Annex I
Annex C	Annex II
Annex E	Annex III
Annex F	Annex IV
Annex G	Annex V
Annex J	Annex VI
Annex K	Annex VII
Annex L	Annex VIII
—	Annex IX
—	Annex X

ANNEX 6: COMMISSION REGULATION (EC) NO 1304/2007

COMMISSION REGULATION (EC) No 1304/2007**of 7 November 2007****amending Council Directive 95/64/EC, Council Regulation (EC) No 1172/98, Regulations (EC) No 91/2003 and (EC) No 1365/2006 of the European Parliament and of the Council with respect to the establishment of NST 2007 as the unique classification for transported goods in certain transport modes**

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Council Directive 95/64/EC of 8 December 1995 on statistical returns in respect of carriage of goods and passengers by sea ⁽¹⁾, and in particular Article 12 thereof,

Having regard to Council Regulation (EC) No 1172/98 of 25 May 1998 on statistical returns in respect of the carriage of goods by road ⁽²⁾, and in particular Article 3(4) thereof,

Having regard to Regulation (EC) No 91/2003 of the European Parliament and of the Council of 16 December 2002 on rail transport statistics ⁽³⁾, and in particular Article 4(5) thereof,

Having regard to Regulation (EC) No 1365/2006 of the European Parliament and of the Council of 6 September 2006 on statistics of goods transport by inland waterways ⁽⁴⁾, and in particular Article 9 thereof,

Whereas:

(1) According to Directive 95/64/EC, Regulation (EC) No 1172/98 and Regulation (EC) No 91/2003, the standard goods classification for transport statistics (NST/R) is to be used to classify transported goods, respectively in maritime transport statistics, road freight transport statistics and rail transport statistics.

(2) According to Regulation (EC) No 1365/2006, either NST/R or NST 2000 rev. 2 are to be used in the classification of transported goods in inland waterways statistics.

(3) In June 2007, a new revision of NST 2000 (NST 2007) was adopted by the United Nations Economic Commission for Europe (UNECE) for reasons of

consistency with the revised NACE (Statistical Classification of Economic Activities in the European Community).

(4) In order to provide a comparable statistical coverage of transported goods in all concerned modes of transport, it is necessary to adopt NST 2007 as the unique classification of transported goods in all concerned modes of transport; this should apply both to Member States when collecting national data and to the Commission when disseminating statistical information on transported goods.

(5) Directive 95/64/EC, Regulation (EC) No 1172/98, Regulation (EC) No 91/2003, and Regulation (EC) No 1365/2006 should therefore be amended accordingly.

(6) The measures provided for in this Regulation are in accordance with the opinion of the Statistical Programme Committee set up by Council Decision 89/382/EEC, Euratom ⁽⁵⁾,

HAS ADOPTED THIS REGULATION:

*Article 1***Amendment to Directive 95/64/EC**

Annex III to Directive 95/64/EC is replaced by the text in the Annex to this Regulation.

*Article 2***Amendment to Regulation (EC) No 1172/98**

Annex D to Regulation (EC) No 1172/98 is replaced by the text in the Annex to this Regulation.

*Article 3***Amendment to Regulation (EC) No 91/2003**

Annex J to Regulation (EC) No 91/2003 is replaced by the text in the Annex to this Regulation.

*Article 4***Amendment to Regulation (EC) No 1365/2006**

Annex F to Regulation (EC) No 1365/2006 is replaced by the text in the Annex to this Regulation.

⁽¹⁾ OJ L 320, 30.12.1995, p. 25. Directive as last amended by Commission Decision 2005/366/EC (OJ L 123, 17.5.2005, p. 1).

⁽²⁾ OJ L 163, 6.6.1998, p. 1. Regulation as last amended by Regulation (EC) No 1893/2006 of the European Parliament and of the Council (OJ L 393, 30.12.2006, p. 1).

⁽³⁾ OJ L 14, 21.1.2003, p. 1. Regulation as amended by Commission Regulation (EC) No 1192/2003 (OJ L 167, 4.7.2003, p. 13).

⁽⁴⁾ OJ L 264, 25.9.2006, p. 1. Regulation as last amended by Commission Regulation (EC) No 425/2007 (OJ L 103, 20.4.2007, p. 26).

⁽⁵⁾ OJ L 181, 28.6.1989, p. 47.

*Article 5***Level of detail in Community statistics**

The first level of the NST 2007 classification (the 20 Divisions) shall be used for the classification of the type of goods.

*Article 6***Entry into force**

This Regulation shall enter into force on the 20th day following its publication in the *Official Journal of the European Union*.

It shall apply from the reference year 2008, covering the 2008 data.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 7 November 2007.

For the Commission

Joaquín ALMUNIA

Member of the Commission

ANNEX

NST 2007

Division	Description
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
05	Textiles and textile products; leather and leather products
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
07	Coke and refined petroleum products
08	Chemicals, chemical products, and man-made fibres; rubber and plastic products; nuclear fuel
09	Other non-metallic mineral products
10	Basic metals; fabricated metal products, except machinery and equipment
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
12	Transport equipment
13	Furniture; other manufactured goods n.e.c.
14	Secondary raw materials; municipal wastes and other wastes
15	Mail, parcels
16	Equipment and material utilised in the transport of goods
17	Goods moved in the course of household and office removals; baggage transported separately from passengers; motor vehicles being moved for repair; other non-market goods n.e.c.
18	Grouped goods: a mixture of types of goods which are transported together
19	Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 01–16.
20	Other goods n.e.c.

ANNEX 7:

NST 2007 – FULL GOODS NOMENCLATURE

NST 2007 is related to four modes of transport (road, rail, inland waterways and maritime) statistics. It has been discussed for several years at UNECE WP.6, of which the Secretariat hosts the current reference version on its website.

NST 2007 takes account of the economic activity from which the goods originate. This means that each of its items is strongly interrelated with an item of the European CPA (Classification of Products by Activity) and NACE (statistical classification of economic activities), which are themselves consistent with CPC and ISIC, their counterparts at UN level.

The new version of CPA which was adopted in 2008 (CPA2008) was partially inconsistent with the previous version of the NST (NST 2000), adopted in 2005. NST 2000 was therefore updated in order to secure full consistency with CPA2008/CPC.

The updated version of the NST 2000 (NST 2007) is presented in this annex. During its annual session in 2005, the CCST² countries decided to make the move from NST/R to NST 2007 starting from the reference year 2008.

^{2/} CCST: Coordination Committee for Statistics on Transport, recently renamed the Coordination Group for Statistics on Transport (CGST). This group gathers the national authorities of Transport Statistics in the 27 EU Member States, the EFTA countries, the United Kingdom, the current candidate countries and the potential candidate countries.

Rev.1 - October 15, 2007

NST 2007

(Group level is provided only for information)

Division	Group	Description	Classification CPA2008
01		Products of agriculture, hunting, and forestry; fish and other fishing products	
	01.1	Cereals	01.11.1, 01.11.2, 01.11.3, 01.11.4, 01.12
	01.2	Potatoes	01.13.51
	01.3	Sugar beet	01.13.71
	01.4	Other fresh fruit and vegetables	01.11.6, 01.11.7, 01.13.1, 01.13.2, 01.13.3, 01.13.4, 01.13.52, 01.13.53, 01.13.59, 01.13.8, 01.13.9, 01.14, 01.21, 01.22, 01.23, 01.24, 01.25.1, 01.25.3, 01.25.9, 01.26, 02.30.4
	01.5	Products of forestry and logging	02.10.1, 02.10.3, 02.2, 02.30.1, 02.30.2, 02.30.3
	01.6	Live plants and flowers	01.13.6, 01.13.72, 01.19.2, 01.25.2, 01.30
	01.7	Other substances of vegetable origin	01.11.5, 01.11.8, 01.11.9, 01.15, 01.16, 01.19.1, 01.19.3, 01.27, 01.28, 01.29
	01.8	Live animals	01.41.1, 01.42.1, 01.43, 01.44, 01.45.1, 01.46, 01.47.1, 01.49.1
	01.9	Raw milk from bovine cattle, sheep and goats	01.41.2, 01.45.2
	01.A	Other raw materials of animal origin	01.42.2, 01.45.3, 01.47.2, 01.49.2, 01.49.3
	01.B	Fish and other fishing products	03
02		Coal and lignite; crude petroleum and natural gas	
	02.1	Coal and lignite	05
	02.2	Crude petroleum	06.1
	02.3	Natural gas	06.2

Division	Group	Description	Classification CPA2008
03		Metal ores and other mining and quarrying products; peat; uranium and thorium	
	03.1	Iron ores	07.1
	03.2	Non-ferrous metal ores (except uranium and thorium ores)	07.29
	03.3	Chemical and (natural) fertilizer minerals	08.91
	03.4	Salt	08.93
	03.5	Stone, sand, gravel, clay, peat and other mining and quarrying products n.e.c.	08.1, 08.92, 08.99
	03.6	Uranium and thorium ores	07.21
04		Food products, beverages and tobacco	
	04.1	Meat, raw hides and skins and meat products	10.1
	04.2	Fish and fish products, processed and preserved	10.2
	04.3	Fruit and vegetables, processed and preserved	10.3
	04.4	Animal and vegetable oils and fats	10.4
	04.5	Dairy products and ice cream	10.5
	04.6	Grain mill products, starches, starch products and prepared animal feeds	10.6, 10.9
	04.7	Beverages	11
	04.8	Other food products n.e.c. and tobacco products (except in parcel service or grouped)	10.7, 10.8, 12
	04.9	Various food products and tobacco products in parcel service or grouped	Various in 10, 11 or 12
05		Textiles and textile products; leather and leather products	
	05.1	Textiles	13
	05.2	Wearing apparel and articles of fur	14
	05.3	Leather and leather products	15
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	
	06.1	Products of wood and cork (except furniture)	16
	06.2	Pulp, paper and paper products	17
	06.3	Printed matter and recorded media	18, 58, 59
07		Coke and refined petroleum products	
	07.1	Coke oven products; briquettes, ovoids and similar solid fuels	19.1, 19.20.1
	07.2	Liquid refined petroleum products	19.20.2
	07.3	Gaseous, liquefied or compressed petroleum products	19.20.3
	07.4	Solid or waxy refined petroleum products	19.20.4

Division	Group	Description	Classification CPA2008
08		Chemicals, chemical products, and man-made fibers; rubber and plastic products ; nuclear fuel	
	08.1	Basic mineral chemical products	20.11, 20.12, 20.13.2, 20.13.3, 20.13.4, 20.13.5, 20.13.6
	08.2	Basic organic chemical products	20.14
	08.3	Nitrogen compounds and fertilizers (except natural fertilizers)	20.15
	08.4	Basic plastics and synthetic rubber in primary forms	20.16, 20.17
	08.5	Pharmaceuticals and paracheicals including pesticides and other agro-chemical products	20.2, 20.3, 20.4, 20.5, 20.6, 21
	08.6	Rubber or plastic products	22
	08.7	Nuclear fuel	20.13.1
09		Other non-metallic mineral products	
	09.1	Glass and glass products, ceramic and porcelain products	23.1, 23.2, 23.3, 23.4
	09.2	Cement, lime and plaster	23.5
	09.3	Other construction materials, manufactures	23.6, 23.7, 23.9
10		Basic metals; fabricated metal products, except machinery and equipment	
	10.1	Basic iron and steel and ferro-alloys and products of the first processing of iron and steel (except tubes)	24.1, 24.3
	10.2	Non-ferrous metals and products thereof	24.4
	10.3	Tubes, pipes, hollow profiles and related fittings	24.2, 24.5
	10.4	Structural metal products	25.1
	10.5	Boilers, hardware, weapons and other fabricated metal products	25.2, 25.3, 25.4, 25.7, 25.9
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	
	11.1	Agricultural and forestry machinery	28.3
	11.2	Domestic appliances n.e.c. (White goods)	27.5
	11.3	Office machinery and computers	26.2, 28.23
	11.4	Electric machinery and apparatus n.e.c.	27.1, 27.2, 27.3, 27.4, 27.9
	11.5	Electronic components and emission and transmission appliances	26.1, 26.3
	11.6	Television and radio receivers; sound or video recording or reproducing apparatus and associated goods (Brown goods)	26.4, 26.8
	11.7	Medical, precision and optical instruments, watches and clocks	26.5, 26.6, 26.7, 32.5

Division	Group	Description	Classification CPA2008
	11.8	Other machines, machine tools and parts	28.1, 28.21, 28.22, 28.24, 28.25, 28.29, 28.4, 28.9
12		Transport equipment	
	12.1	Automobile industry products	29
	12.2	Other transport equipment	30
13		Furniture; other manufactured goods n.e.c.	
	13.1	Furniture	31
	13.2	Other manufactured goods	32.1, 32.2, 32.3, 32.4, 32.9
14		Secondary raw materials; municipal wastes and other wastes	
	14.1	Household and municipal waste	38.11.31
	14.2	Other waste and secondary raw materials	37.00.20, Others 38.11, 38.12, 38.3
15		Mail, parcels	
	15.1	Mail	Not applicable
	15.2	Parcels, small packages	Not applicable
16		Equipment and material utilized in the transport of goods	
	16.1	Containers and swap bodies in service, empty	Not applicable
	16.2	Pallets and other packaging in service, empty	Not applicable
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.	
	17.1	Household removal	Not applicable
	17.2	Baggage and articles accompanying travellers	Not applicable
	17.3	Vehicles for repair	Not applicable
	17.4	Plant equipment, scaffolding	Not applicable
	17.5	Other non-market goods n.e.c.	Not applicable
18		Grouped goods: a mixture of types of goods which are transported together	
	18.0	Grouped goods	Not applicable
19		Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 01-16.	
	19.1	Unidentifiable goods in containers or swap bodies	Not applicable
	19.2	Other unidentifiable goods	Not applicable
20		Other goods n.e.c.	
	20.0	Other goods not elsewhere classified	Not applicable

ANNEX 8: COUNTRY CODE LIST

Country names and associated codes³ - EU, EFTA and Candidate countries:

Country name	NUTS national code
BELGIUM	BE
BULGARIA	BG
CZECHIA	CZ
DENMARK	DK
GERMANY	DE
ESTONIA	EE
IRELAND	IE
GREECE	EL
SPAIN	ES
FRANCE	FR
CROATIA	HR
ITALY	IT
CYPRUS	CY
LATVIA	LV
LITHUANIA	LT
LUXEMBOURG	LU
HUNGARY	HU
MALTA	MT
NETHERLANDS	NL
AUSTRIA	AT
POLAND	PL
PORTUGAL	PT
ROMANIA	RO
SLOVENIA	SI
SLOVAKIA	SK
FINLAND	FI
SWEDEN	SE
UNITED KINGDOM	UK
ICELAND	IS
LIECHTENSTEIN	LI
NORWAY	NO
SWITZERLAND	CH
MONTENEGRO	ME
NORTH MACEDONIA	MK
ALBANIA	AL
SERBIA	RS
TURKEY	TR
BOSNIA AND HERZEGOVINA	BA
KOSOVO ⁴	XK

³ ISO 3166 alpha2 except for Greece and the United Kingdom

⁴ This designation is without prejudice to positions on status, and is in line with UNSCR 1244 and the ICJ Opinion on the Kosovo Declaration of Independence

ANNEX 9: LIST OF OVERSEAS COUNTRIES

List of countries with which rail transit is unlikely to take place

Code	Label	Code	Label	Code	Label
AD	ANDORRA	GM	GAMBIA	NU	NIUE
AE	UNITED ARAB EMIRATES	GN	GUINEA	NZ	NEW ZEALAND
AG	ANTIGUA AND BARBUDA	GP	GUADELOUPE	OM	OMAN
AI	ANGUILLA	GQ	EQUATORIAL GUINEA	PA	PANAMA
AN	NETHERLANDS ANTILLES	GS	SOUTH GEORGIA AND THE SOUTH SANDWICH ISLANDS	PE	PERU
AO	ANGOLA	GT	GUATEMALA	PF	FRENCH POLYNESIA
AQ	ANTARCTICA	GU	GUAM	PG	PAPUA NEW GUINEA
AR	ARGENTINA	GW	GUINEA-BISSAU	PH	PHILIPPINES
AS	AMERICAN SAMOA	GY	GUYANA	PM	SAINT PIERRE AND MIQUELON
AU	AUSTRALIA	HK	HONG KONG	PN	PITCAIRN
AW	ARUBA	HM	HEARD ISLAND AND MCDONALD ISLANDS	PR	PUERTO RICO
AX	ÅLAND ISLANDS	HN	HONDURAS	PS	PALESTINIAN TERRITORY, OCCUPIED
BB	BARBADOS	HT	HAITI	PW	PALAU
BD	BANGLADESH	ID	INDONESIA	PY	PARAGUAY
BF	BURKINA FASO	IL	ISRAEL	QA	QATAR
BI	BURUNDI	IN	INDIA	RE	REUNION
BJ	BENIN	IO	BRITISH INDIAN OCEAN TERRITORY	RW	RWANDA
BM	BERMUDA	IQ	IRAQ	SA	SAUDI ARABIA
BN	BRUNEI DARUSSALAM	IS	ICELAND	SB	SOLOMON ISLANDS
BO	BOLIVIA	JM	JAMAICA	SC	SEYCHELLES
BR	BRAZIL	JO	JORDAN	SD	SUDAN
BS	BAHAMAS	JP	JAPAN	SG	SINGAPORE
BT	BHUTAN	KE	KENYA	SH	SAINT HELENA
BV	BOUVET ISLAND	KH	CAMBODIA	SJ	SVALBARD AND JAN MAYEN
BW	BOTSWANA	KI	KIRIBATI	SL	SIERRA LEONE
BZ	BELIZE	KM	COMOROS	SN	SENEGAL
CA	CANADA	KN	SAINT KITTS AND NEVIS	SO	SOMALIA
CC	COCOS (KEELING) ISLANDS	KW	KUWAIT	SR	SURINAME
CD	CONGO, THE DEMOCRATIC REPUBLIC OF THE	KY	CAYMAN ISLANDS	ST	SAO TOME AND PRINCIPE
CF	CENTRAL AFRICAN REPUBLIC	LA	LAO PEOPLE'S DEMOCRATIC REPUBLIC	SV	EL SALVADOR
CG	CONGO	LB	LEBANON	TC	TURKS AND CAICOS ISLANDS
CI	COTE D'IVOIRE	LC	SAINT LUCIA	TD	CHAD

CK	COOK ISLANDS	LK	SRI LANKA	TF	FRENCH SOUTHERN TERRITORIES
CL	CHILE	LR	LIBERIA	TG	TOGO
CM	CAMEROON	LS	LESOTHO	TH	THAILAND
CN	CHINA	LY	LIBYAN ARAB JAMAHIRIYA	TK	TOKELAU
CO	COLOMBIA	MA	MOROCCO	TL	TIMOR-LESTE
CR	COSTA RICA	MC	MONACO	TN	TUNISIA
CU	CUBA	MG	MADAGASCAR	TO	TONGA
CV	CAPE VERDE	MH	MARSHALL ISLANDS	TT	TRINIDAD AND TOBAGO
CX	CHRISTMAS ISLAND	ML	MALI	TV	TUVALU
CY	CYPRUS	MM	MYANMAR	TW	TAIWAN, PROVINCE OF CHINA
DJ	DJIBOUTI	MO	MACAO	TZ	TANZANIA, UNITED REPUBLIC OF
DM	DOMINICA	MP	NORTHERN MARIANA ISLANDS	UG	UGANDA
DO	DOMINICAN REPUBLIC	MQ	MARTINIQUE	UM	UNITED STATES MINOR OUTLYING ISLANDS
DZ	ALGERIA	MR	MAURITANIA	US	UNITED STATES
EC	ECUADOR	MS	MONTSERRAT	UY	URUGUAY
EG	EGYPT	MT	MALTA	VA	HOLY SEE (VATICAN CITY STATE)
EH	WESTERN SAHARA	MU	MAURITIUS	VC	SAINT VINCENT AND THE GRENADINES
ER	ERITREA	MV	MALDIVES	VE	VENEZUELA
ET	ETHIOPIA	MW	MALAWI	VG	VIRGIN ISLANDS, BRITISH
FJ	FIJI	MX	MEXICO	VI	VIRGIN ISLANDS, U.S.
FK	FALKLAND ISLANDS (MALVINAS)	MY	MALAYSIA	VN	VIET NAM
FM	MICRONESIA, FEDERATED STATES OF	NA	NAMIBIA	VU	VANUATU
FO	FAROE ISLANDS	NC	NEW CALEDONIA	WF	WALLIS AND FUTUNA
GA	GABON	NE	NIGER	WS	SAMOA
GD	GRENADA	NF	NORFOLK ISLAND	YE	YEMEN
GF	FRENCH GUIANA	NG	NIGERIA	YT	MAYOTTE
GH	GHANA	NI	NICARAGUA	ZA	SOUTH AFRICA
GI	GIBRALTAR	NP	NEPAL	ZM	ZAMBIA
GL	GREENLAND	NR	NAURU	ZW	ZIMBABWE