

Guidelines for Regional Data Providers

11TH EDITION

2023



MANUALS AND
GUIDELINES

eurostat 

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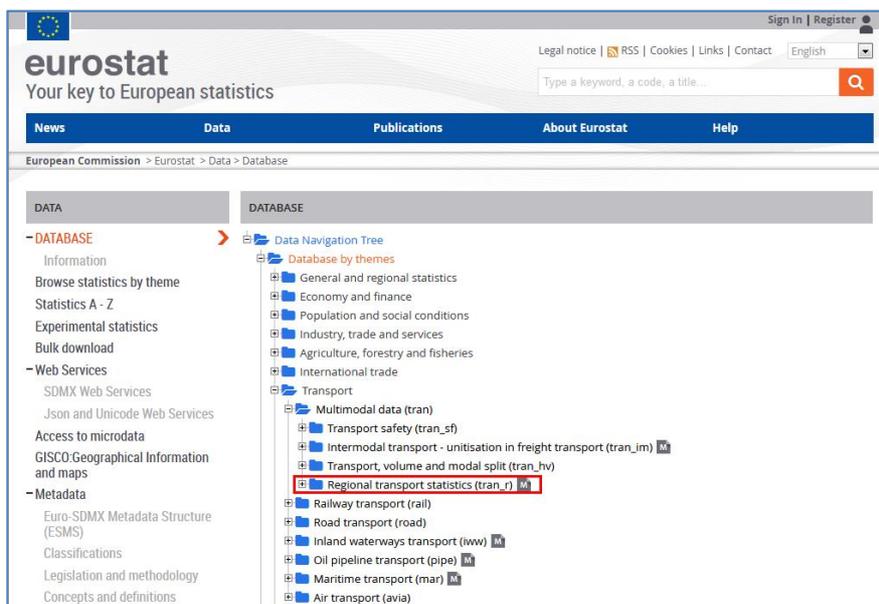
Methodology, definitions and classifications

Background information

Due to the nature of transport, a spatial reference is built into most legal acts dealing with transport statistics. In a few cases, these sources can be directly used for the derivation of regional transport indicators, while other indicators are collected on a voluntary basis. This is the case of the regional transport data collection in which both data types are used.

The current regional data collection taking place on a voluntary basis comprises a set of transport indicators at NUTS 2¹ level for the road, railways, inland waterways (infrastructure), vehicle stocks, road accidents and also for transport flows through seaports and airports.

The information collected is then disseminated in Eurostat dissemination database (Eurobase) under “General and regional statistics/Regional statistics by NUTS classification/Regional transport statistics” theme and also under “Transport/Multimodal data/ Regional transport statistics” theme.



¹ Commission Regulation (EU) 2016/2066 of 21 November 2016 amending the annexes to Regulation (EC) No 1059/2003 of the European Parliament and of the Council on the establishment of a common classification of territorial units for statistics (NUTS)

The annual data collection for infrastructure, vehicle stocks and road accidents was launched at the beginning of 2002 covering both Member States and Candidate countries. Since 2007, it includes EFTA countries as well. Regional data are collected directly from countries using a questionnaire: data on transport infrastructure, vehicle stocks and road accidents is collected using the EDAMIS portal for transmitting the REGWEB questionnaire.

For the voluntary data collection via REGWEB, the definitions from the Glossary for transport statistics (jointly elaborated by Eurostat, ITF and UNECE)² were proposed and countries should use them when transmitting data.

Regional data are analysed and disseminated for all EU, Candidate and EFTA countries depending on data availability.

Description of the structure of the regional questionnaire

The following section details the various variables that are collected in the frame of the regional questionnaire. Starting with 2019, the REGWEB questionnaire is sent to the countries in Excel form and the countries are submitting the data using EDAMIS 4. The unit into which each variable has to be reported is also indicated.

Road network

Regional data on the road network are collected for the following variables:

| QUESTIONNAIRE | VARIABLES |
|---------------|------------------------|
| Road network | Motorways (Unit: KM) |
| | Other roads (Unit: KM) |

The length of motorways and other roads is expressed in kilometres. It should be reported as of 31st December.

Note: Any deviation from the definitions settled for regional data transmission (see Chapter 2 – Description of the variables) or from the “31st December rule” requires the inclusion of related methodological notes either directly in the questionnaire (dedicated comments field) or provided to Eurostat’s regional data manager by e-mail.

Railway network

Regional data on the railway network are collected for the following variables:

| QUESTIONNAIRE | VARIABLES |
|-----------------|--|
| Railway network | Electrified railway lines (Unit: KM) |
| | Railway lines with double and more than double tracks (Unit: KM) |
| | Total length of railway lines (Unit: KM) |

The length of the railway network (by type of railway lines – see table above) is expressed in kilometres. It should be reported as of 31st December.

Note: Any deviation from the definitions settled for regional data transmission (see Chapter 2 – Description of the variables) or from the “31st December rule” requires the inclusion of related methodological notes either directly in the questionnaire (dedicated comments field) or provided to Eurostat’s regional data manager by e-mail.

² <https://ec.europa.eu/eurostat/web/products-manuals-and-guidelines/-/KS-GQ-19-004?inheritRedirect=true>

Waterways network

Regional data on the waterways network are collected for the following variables:

| QUESTIONNAIRE | VARIABLES |
|------------------|---------------------------------------|
| Inland waterways | Navigable canals (Unit: KM) |
| | Navigable rivers and lakes (Unit: KM) |

The length of the waterways network (by type of waterways – see table above) is expressed in kilometres. It should be reported as of 31st December.

Note: Any deviation from the definitions settled for regional data transmission (see Chapter 2 – Description of the variables) or from the “31st December rule” requires the inclusion of related methodological notes either directly in the questionnaire (dedicated comments field) or provided to Eurostat’s regional data manager by e-mail.

Stock of vehicles by category

Regional data on the vehicle stock are collected for the following variables:

| QUESTIONNAIRE | VARIABLES |
|------------------------------|--|
| Stock of vehicles-passengers | Motor-coaches, buses and trolleybuses (Unit: Number) |
| | Motorcycles over 50cm ³ (Unit: Number) |
| | Passenger cars (Unit: Number) |

| QUESTIONNAIRE | VARIABLES |
|-----------------------------|---|
| Stock of vehicles - freight | All trailers and semi-trailers (Unit: Number) |
| | Lorries (Unit: Number) |
| | Road tractors (Unit: Number) |
| | Special purpose road vehicles (Unit: Number) |

The stock of vehicles (by type of vehicles – see table above) is expressed in Number. It should be reported as of 31st December.

Note: Any deviation from the definitions settled for regional data transmission (see Chapter 2 – Description of the variables) or from the “31st December rule” requires the inclusion of related methodological notes either directly in the questionnaire (dedicated comments field) or provided to Eurostat’s regional data manager by e-mail.

Road accidents

Regional data on road accidents are collected for the following variables:

| QUESTIONNAIRE | VARIABLES |
|------------------------|--|
| Road Traffic Accidents | Persons injured in road accidents (Unit: Number) |
| | Persons killed in road accidents (Unit: Number) |

The figures concern persons killed and persons injured and are expressed in absolute numbers.

Note: Any deviation from the definitions settled for regional data transmission (see Chapter 2 – Description of the variables) requires the inclusion of related methodological notes either directly in the questionnaire (dedicated comments field) or provided to Eurostat’s regional data manager by e-mail.

Description of the variables

The following paragraphs present definitions applicable to the regional data collection. They are available in the Glossary for transport statistics³ fifth edition. The aim of these definitions is to ensure the collection of comparable and reliable figures among the participating countries.

DEFINITIONS FROM THE GLOSSARY FOR TRANSPORT STATISTICS (5TH EDITION) AND VARIABLES OF INTEREST FOR REGIONAL STATISTICS ON ROAD NETWORK

Motorway

Road, specially designed and built for motor traffic, which does not serve properties bordering on it, and which:

- a) Is provided, except at special points or temporarily, with separate carriageways for traffic in two directions, separated from each other, either by a dividing strip not intended for traffic, or exceptionally by other means;
- b) Has no crossings at the same level with any road, railway or tramway track, or footpath;
- c) Is especially sign-posted as a motorway and is reserved for specific categories of road motor vehicles.



Entry and exit lanes of motorways are included irrespective of the location of the sign-posts.

Urban motorways are also included.

Other roads

All roads other than motorways. Municipal roads should be included. Roads are lines of communication (travelled way) open to public traffic, primarily for the use of road motor vehicles, using a stabilized base other than rails or air strips.



Included are paved roads (road surfaced with crushed stone (macadam) with hydrocarbon binder or bituminized agents, with concrete or with cobblestone) and other, unpaved roads (with a stabilized base not surfaced with crushed stone, hydrocarbon binder or bituminized agents, concrete or cobblestone), e.g. gravel roads, open to the public. Roads also cover streets, bridges, tunnels, supporting structures, junctions, crossings and interchanges. Toll roads are also included. Excluded are dedicated cycle lanes.

³<https://ec.europa.eu/eurostat/web/products-manuals-and-guidelines/-/KS-GQ-19-004>

DEFINITIONS FROM THE GLOSSARY FOR TRANSPORT STATISTICS (5TH EDITION) AND VARIABLES OF INTEREST FOR REGIONAL STATISTICS ON ROAD VEHICLES

Motorcycle

Two-, three- or four-wheeled road motor vehicle not exceeding 400 kg of unladen weight. All such vehicles with a cylinder capacity of 50 cc or over are included, as are those under 50 cc which do not meet the definition of moped. Refers to categories L3, L4, L5, L6 and L7 of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).



Moped

Two, three or four-wheeled road motor vehicle which is fitted with an engine having a cylinder capacity of less than 50cc and a maximum authorized design speed in accordance with national regulations. Where limitations concerning the engine displacement are not applicable a restriction in terms of motor power may be in force. Refers to categories L1 and L2 of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).



Registered and non-registered mopeds in use are included, whether or not they have a number plate. Some countries do not register all mopeds.

Passenger car

Road motor vehicle, other than a moped or a motor cycle, intended for the carriage of passengers and designed to seat no more than nine persons (including the driver). Refers to category M1 of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).



Included are:

- a) Passenger cars
- b) Vans designed and used primarily for transport of passengers;
- c) Taxis;
- d) Hire cars;
- e) Ambulances;
- f) Motor homes;
- g) Special passenger cars (police cars, firefighter's cars).



Excluded are light goods road vehicles, cf. definition B.II-21, as well as motor-coaches and buses, cf. definitions B.II-14 and B.II-15, and mini-buses/mini-coaches, cf. definitions B.II-16.

"Passenger car" includes microcars (needing no permit, or having the same requirements as mopeds to be driven)), taxis and passenger hire cars, provided that they have fewer than ten seats.

Bus

Passenger road motor vehicle designed to carry more than 24 persons (including the driver), and with provision to carry seated as well as standing passengers. Refers to class I and class II of categories M2 and M3 of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).



The vehicles may be constructed with areas for standing passengers, to allow frequent passenger movement, or designed to allow the carriage of standing passengers in the gangway. Excludes trolleybuses.

Motor coach

Passenger road motor vehicle designed to seat 24 or more persons (including the driver) and constructed exclusively for the carriage of seated passengers. Refers to class III of categories M2 and M3 of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).

Excludes trolleybuses.



Mini-bus / mini-coach

Passenger road motor vehicle designed to carry 10-23 seated or standing persons (including the driver). Refers to class A and class B of categories M2 and M3 of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).

The vehicles may be constructed exclusively to carry seated passengers or to carry both seated and standing passengers. Excludes trolleybuses.



Trolleybus

Passenger road vehicle designed to seat more than nine persons (including the driver), which is connected to electric conductors and which is not rail-borne.

This term covers vehicles which may be used either as trolleybuses or as buses, if they have a motor independent of the main electric power supply.



Lorry / truck

Rigid road motor vehicle designed, exclusively or primarily, to carry goods.



Road tractor (SEMI-TRAILER TRACTOR)

Road motor vehicle designed, exclusively or primarily, to haul other road vehicles which are not power-driven (mainly semi-trailers).

Agricultural tractors are excluded.



Trailer

Goods road vehicle designed to be hauled by a road motor vehicle. With semi-trailers (see B.II-30), refers to category O of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).

*This category **excludes** agricultural trailers and caravans.*



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. With trailers (see B.II-28), refers to category O of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).



Special purpose road motor vehicle

Road motor vehicle designed for purposes other than the carriage of passengers or goods. Can be a vehicle of categories M, N or O of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).

This category includes:

- a) Fire brigade vehicles;
- b) Mobile cranes;
- c) Self-propelled rollers;

- d) Bulldozers with metallic wheels or track;
- e) Vehicles for recording film, radio and TV broadcasting;
- f) Mobile library vehicles;
- g) Towing vehicles for vehicles in need of repair
- h) Other special purpose road motor vehicles.

DEFINITIONS FROM THE GLOSSARY FOR TRANSPORT STATISTICS (5TH EDITION) AND VARIABLES OF INTEREST FOR REGIONAL STATISTICS ON ROAD TRANSPORT ACCIDENTS

Injury accident

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person.

A suicide or an attempted suicide is not an accident but an incident caused by a deliberate act to injure oneself fatally. However, if a suicide or an attempted suicide causes injury to another road user, then the incident is regarded as an injury accident.

Included are: collisions between road vehicles; between road vehicles and pedestrians; between road vehicles and animals or fixed obstacles and with one road vehicle alone. Included are collisions between road and rail vehicles. Multi-vehicle collisions are counted as only one accident provided that any successive collisions happen within a very short time period. Injury accidents exclude accidents incurring only material damage.

Excluded are terrorist acts.

Person killed

Any person killed immediately or dying within 30 days as a result of an injury accident, excluding suicides.

A killed person is excluded if the competent authority declares the cause of death to be suicide, i.e. a deliberate act to injure oneself resulting in death. For countries that do not apply the threshold of 30 days, conversion coefficients are estimated so that comparisons on the basis of the 30 day-definition can be made.

Person injured

Any person who as result of an injury accident was not killed immediately or not dying within 30 days, but sustained an injury, normally needing medical treatment, excluding attempted suicides.

Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.

An injured person is excluded if the competent authority declares the cause of the injury to be attempted suicide by that person, i.e. a deliberate act to injure oneself resulting in injury, but not in death.

DEFINITIONS FROM THE GLOSSARY FOR TRANSPORT STATISTICS (5TH EDITION) AND VARIABLES OF INTEREST FOR REGIONAL STATISTICS ON RAILWAY NETWORK

Railway line

Line of communication made up by rail exclusively for the use of railway vehicles and maintained for running trains.

A line is made up of one or more tracks, according to the definition A.I-01 Track and the corresponding exclusion criteria.

Excluded are:

- Stretches of road or water even if rolling stock is conveyed over such routes, e.g. by wagon-carrying trailers or ferries.



Railway network

All railways in a given area.

This does not include stretches of road or water even if rolling stock is conveyed over such routes, e.g. by wagon carrying trailers or ferries. Lines solely used for tourism are excluded as are railways constructed solely to serve mines, forests or other industrial or agricultural undertakings and which are not open to public traffic.

Track

A pair of rails over which rail borne vehicles can run maintained by an infrastructure manager. Metro, Tram and Light rail urban lines are excluded.

In the context of the EU reporting the cumulative length of railway tracks excludes also the following:

- Lines solely used for operating touristic trains and heritage trains;
- Lines constructed solely to serve mines, forests or other industrial or agricultural installations and which are not open to public traffic;
- Private lines closed to public traffic and functionally separated (i.e. stand-alone) networks;
- Private lines used for own freight transport activities or for non-commercial passenger services and light rail tracks occasionally used by heavy rail vehicles for connectivity or transit purposes.



Electrified line

An electrified line with a least one track electrified.

DEFINITIONS FROM THE GLOSSARY FOR TRANSPORT STATISTICS (5TH EDITION) AND VARIABLES OF INTEREST FOR REGIONAL STATISTICS ON INLAND WATERWAYS NETWORK

Waterway

River, canal, lake or other stretch of water which by natural or man-made features is suitable for navigation.

Waterways of a maritime character (waterways designated by the declaring country as suitable for navigation primarily by sea-river vessels) are included. Waterways also include river estuaries; the boundary being that point nearest the sea where the width of the river is both less than 3 km at low water and less than 5 km at high water.

Navigable inland waterway

A stretch of water, not part of the sea, which by natural or man-made features is suitable for navigation, primarily by inland waterway vessels. This term covers navigable rivers, lakes, canals and estuaries.

The length of rivers and canals is measured in mid-channel. The length of lakes and lagoons is measured along the shortest navigable route between the most distant points to and from which transport operations are performed. A waterway forming a common frontier between two countries is reported by both.

Navigable river

Natural waterway open for navigation, irrespective of whether it has been improved for that purpose.

Navigable lake

Natural expanse of water open for navigation.

Lagoons (brackish water area separated from the sea by a coastal bank) are included.

Navigable canal

Waterway built primarily for navigation.

Classifications

NUTS Classifications

Regions are classified according to the Nomenclature of Units for Territorial Statistics (NUTS). The NUTS serves as a reference for the collection, development and harmonisation of EU regional statistics and for socio-economic analyses of the regions.

More information is available on Eurostat's Metadata Server, RAMON:

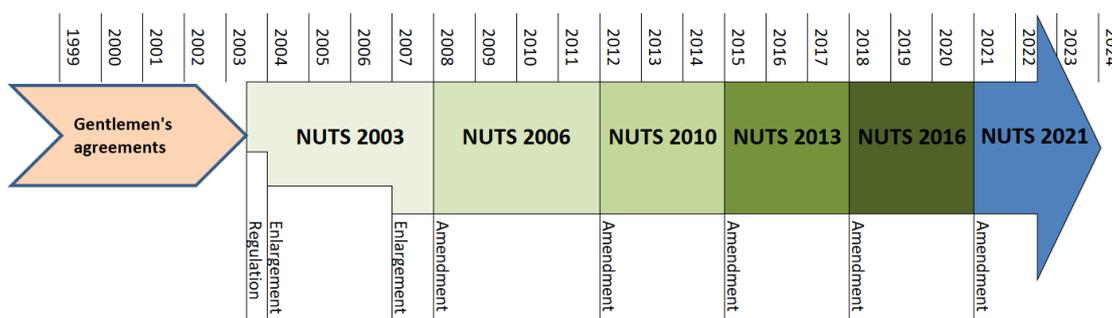
http://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_CLS_DLD&StrNom=NUTS_33&StrLanguageCode=EN

At the beginning of the 1970s, Eurostat set up the NUTS classification as a single, coherent system for dividing up the EU's territory in order to produce regional statistics for the Community. For around thirty years, implementation and updating of the NUTS classification was managed under a series of "gentlemen's agreements" between the Member States and Eurostat.

Work on the [Commission Regulation \(EC\) No 1059/2003](#), to give NUTS a legal status started in spring 2000. This was adopted in May 2003 and entered into force in July 2003.

The regulation also specifies stability of the classification for at least three years. Stability makes sure that data refers to the same regional unit for a certain period of time. This is crucial for statistics, in particular for time-series.

However, sometimes national interests require changing the regional breakdown of a country. When this happens the country concerned informs the European Commission about the changes. The Commission in turn amends the classification at the end of period of stability according the rules of the NUTS Regulation.



A first regular amendment to the annexes, was adopted by [Commission Regulation \(EC\) No 105/2007](#) and, the NUTS version 2003 was replaced by version 2006 on 1 January 2008. This was preceded by completions of the NUTS classification with the regional breakdowns of the countries that joined the EU in 2004 and 2007 (please see [Commission Regulation \(EC\) No 1888/2005](#) and [Commission Regulation \(EC\) No 176/2008](#)).

The second regular amendment to the annexes was adopted by [Commission Regulation \(EU\) No 31/2011](#), entered into force on 7 February 2011 and shall apply, with regard to the transmission of data to the Commission (Eurostat), from 1 January 2012.

The third regular amendment to the annexes was adopted by [Commission Regulation \(EU\) No 1319/2013](#), entered into force on 31 December 2013 and shall apply, with regard to the transmission of data to the Commission (Eurostat), from 1 January 2015.

The fourth, extraordinary amendment to the annexes was adopted by [Commission Regulation \(EU\) No 868/2014](#), entered into force on 8 August 2014 and applies, with regard to the transmission of data to the Commission (Eurostat), from 1 January 2015.

The fifth amendment to the annexes (a regular one) was adopted by [Commission Regulation \(EU\) 2016/2066](#), entered into force on 19 December 2016 and shall apply, regarding the transmission of data to the Commission (Eurostat), from 1 January 2018.

The NUTS Regulation was amended by the [Tercet Regulation](#) on 18 January 2018, which introduced a number of territorial typologies into it; see the section "[Tercet – Territorial typologies](#)" for more details. The [consolidated version of the amended NUTS Regulation](#) is available on EUR-Lex.

The sixth regular amendment to the annexes was adopted by [Commission Delegated Regulation 2019/1755](#), entered into force on 08 August 2019 and shall apply, regarding the transmission of data to the Commission (Eurostat), from 1 January 2021.

Evolution between NUTS 2003 and NUTS 2021

After the evolution of the NUTS, the REGWEB questionnaire has been re-arranged at the beginning of 2008 in order to allow the users to provide data according to NUTS 2006 classification.

Every time the NUTS classification changes, historical data are recalculated according to the new NUTS classification in force. In some cases, the recalculation of regional data in the REGWEB database is only possible with the country's commitment in the process.

At the beginning of 2013, the REGWEB questionnaire has been modified in order to allow the users to provide data according to the new NUTS 2010 classification. In 2015, the REGWEB application has been modified in order to allow the users to provide data according to the new NUTS 2013 classification.

In 2018, the REGWEB questionnaire has been modified in order to allow the users to provide data according to the NUTS 2016 classification. The data have been recalculated and are now available according to the NUTS 2016 classification. However, the recalculation of regional data in the REGWEB database for some countries is only possible with their commitment in the process.

For data with reference year 2021, the NUTS 2021 has been introduced. The REGWEB questionnaire asking the regional transport data therefore included the NUTS 2021 regional breakdown. Whereas the transition from NUTS 2016 to NUTS 2021 especially concerns changes at NUTS level 3, some countries are also affected by regional splits/merges or border changes that have effects at NUTS level 2. Here too, Eurostat needed the assistance of the individual countries to calculate the regional data backwards, in order to respect the NUTS 2021 classification. Failing to do so will leave the data cells for years prior to 2021 as "not available".

2

Data transmission

Introduction

This part of the guidelines is aimed at supporting the countries participating to the data collection to handle the REGWEB questionnaire data transmission and to provide data to Eurostat.

The REGWEB questionnaire is designed to collect regional transport data and their transmission to Eurostat is handled by EDAMIS (Electronic Data files Administration and Management Information System). This means that the data transmission will no longer take place using the former REGWEB web forms.

EDAMIS offers standard solutions for collecting data files in the European Statistical System and implements the Single-Entry Point policy of Eurostat. The advantage of this application is that basic validations are performed at data entry time, in order to alert the data provider on errors and avoid a re-submitting of datasets.

Since 2022, EDAMIS will forward your completed file to the STRUVAL validation tool that checks the structure and format of the file.

The various sections of this part of the guidelines detail the different steps of the regional data transmission via EDAMIS.

Users

Several types of users interact with the EDAMIS application for the provision of REGWEB data. These types are as follows:

- **Local Coordinators:** in each National Statistical Institute (NSI), Local Coordinators (LC) are the main contact point to Eurostat for the effective implementation of electronic data transmission. A Local Coordinator is the national contact point for data transmission issues.
- **Transmission Coordinators:** inside EDAMIS, each data providing organisation can have a Transmission Coordinators (TCO) responsible for the management of users' rights within EDAMIS. The TCOs are in charge of managing and giving rights to users within their organisation. In NSIs, the TCO is usually the Local Coordinator. A TCO can be allowed to coordinate users in several organisations of the country, provided that an agreement exists between the organisations concerned.
- **Data senders:** these users are defined and managed by the transmission coordinators;

- **Domain Manager:** is responsible for a statistical domain (in Eurostat), taking care of setting up and monitoring the data collection activities in EDAMIS, while being in permanent contact with the data sender organisations.

In the following sections, more details are provided on the tasks to be performed by the EDAMIS users.

REGWEB Questionnaire

Eurostat will transmit yearly to the data providers an external questionnaire with 16 sheets, one for each regional transport indicator.

The questionnaire must be transmitted via EDAMIS, Eurostat's Single Entry Point for data transmission. Then, the validation tool STRUVAL will check the structure and format of the transmitted file. In order to avoid validation issues, there are a few rules to be observed when filling in the Excel questionnaire (see below).

The Excel questionnaire has two main areas: the data area and the comment box.

| | | 2018 | 2019 | 2020 | 2021 | 2022 | | | |
|---------|------|--------|------|--------|------|--------|------|--------|------|
| Country | Unit | Answer | Flag | Answer | Flag | Answer | Flag | Answer | Flag |
| CC | CC | 920 | | 920 | | 930 | | 935 | |
| CC | CC1 | 920 | | 920 | | 930 | | 935 | |
| CC | CC11 | 372 | | 372 | | 382 | | 382 | |
| CC | CC12 | 212 | | 212 | | 212 | | 217 | p |
| CC | CC13 | 170 | | 170 | | 170 | | 170 | |
| CC | CC14 | 166 | | 166 | | 166 | | 166 | |

Figure 1: Excel questionnaire

Data providers have to follow the recommendations below:

- The data have to be inserted only in the data area; the comments have to be added in the "Comment" box **only**.

The rules applied when completing the questionnaire are:

- For the "Answer" field, only **use numerical values**.
- If the data are "**not applicable**" or "**not available**", **leave the "Answer" field blank**.
- **If a value is zero, then add a numerical 0 in the "Answer" field.**
- For the "Flag" field, use only the flags listed in the "Legend" sheet. **If the data are "not available", leave the "Flag" field blank. If they are "not applicable", insert flag "z".**
- As for flag "r" please note that you can still insert it into the "Flag" field, however it will not be disseminated in Eurobase.

| | |
|---|----------------------------------|
| | not available (but not zero) |
| | Tolerance margin exceeded |
| p | provisional value |
| e | estimated value |
| u | unreliable or uncertain data |
| z | Not applicable |
| c | Confidential |
| d | Definition differs, see metadata |
| f | Forecast |
| n | Not significant |
| b | break in series |

Coding conventions

0 = real zero

The flag 'n' is only meaningful when combined with '0' ('0n = less than half the final digit shown and different from real zero').

The flags 'e', 'f' and 'p' are only meaningful when combined with a statistical value.

Figure 2: Legend of the questionnaire

- **Do not** insert data or comments outside of the designated areas: they will not be taken in consideration.
- **Do not** add columns or rows: the STRUVAL tool will automatically reject the file and you will be asked to resubmit the data.
- **Do not** use file extensions other than ".xls" or ".xlsx" when saving the file
- **Do not** modify the names of the worksheets or the codes surrounding the data area; failing to do so will cause the file to be automatically rejected and you will be asked to resubmit the data.
- **Do not** use flags that are not in the list in the "Legend" sheet or use non-numerical values for the "Answer" field: here too, the file will be automatically rejected, and you will be asked to resubmit the data.
- **Do not use semicolons (;) in the comments you insert in the "Comment" box:** the file will be automatically rejected and you will be asked to resubmit the data

Transmission and validation via EDAMIS

Role of EDAMIS for data transmission and validation

Once the questionnaire have been filled in, the data providers have to transmit it through EDAMIS.

EDAMIS will deliver the file to Eurostat for an automatic validation of its structure by the STRUVAL tool. The data providers will receive a validation report through EDAMIS informing them whether the file was considered valid or not.

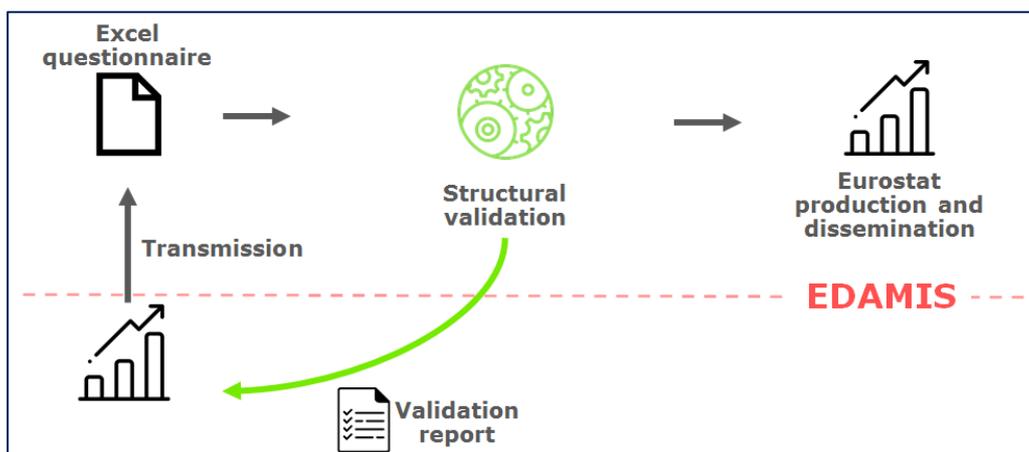


Figure 3: EDAMIS workflow

Accessing EDAMIS

EDAMIS can be accessed by using the EU login authentication service of the European Commission.

EDAMIS – SELF REGISTRATION PAGE

After creating an EU login account, the users are able to self-register in EDAMIS by clicking on the EDAMIS 4 url: <https://webgate.ec.europa.eu/edamis4> (Production environment).

The user needs to select the country and organisation they belong to and click on the “Validate” button (Figure 4).

The screenshot shows the 'Self registration request' page on the Eurostat EDAMIS portal. The page title is 'Self registration request' with the instruction 'Please complete your registration request'. There are three dropdown menus for 'Country group', 'Country', and 'Organisation', each with a '-' sign in the selection box. Below the dropdowns is a blue 'Validate' button. The top left of the page shows the 'eurostat EDAMIS' logo and the top right has a 'Logout' link.

Figure 4: EDAMIS Self-registration request

EDAMIS WELCOME PAGE

Enter your EU Login User-ID and Password into the login form and click the "Login" button. The Welcome page now appears (see Figure 5). When connected to EDAMIS, rights on specific datasets can be requested.

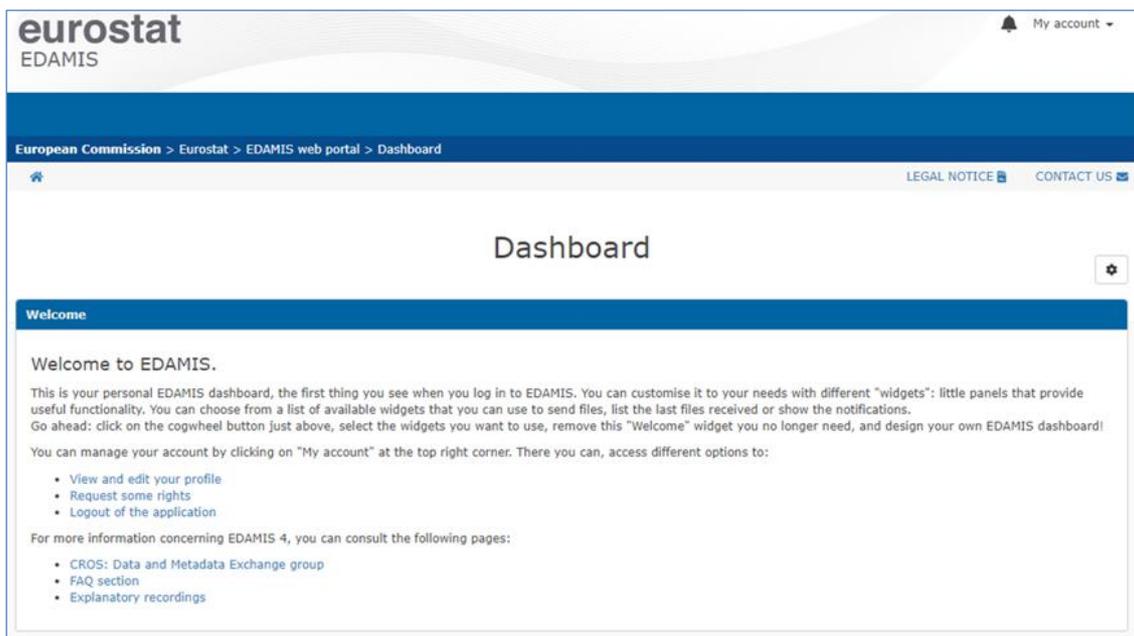


Figure 5: Welcome page

CROS

A set of comprehensive documents are available in the CROS platform (Collaboration in Research and Methodology for Official Statistics). They cover a wide range of topics such as available software, including a number of very technical aspects, advice on choosing the best method to suit your requirements and help with installation procedures.

Link to CROS: https://ec.europa.eu/eurostat/cros/content/data-and-metadata-exchange_en

CROS also offers a set of explanatory videos:

https://ec.europa.eu/eurostat/cros/content/explanatory-recordings_en

The EDAMIS support team is available to help if you have any questions or should you want to report any incidents or need to resolve any problem encountered when using the data transmission and validation tools. Do not hesitate to contact the support team at:

ESTAT-DATA-METADATA-SERVICES@ec.europa.eu

TRANSMISSION OF THE REGWEB QUESTIONNAIRE

Send data file

The first step is to upload the file in EDAMIS. From the Menu/Transmissions drop-down list, select the "Send data file" option (Figure 6).

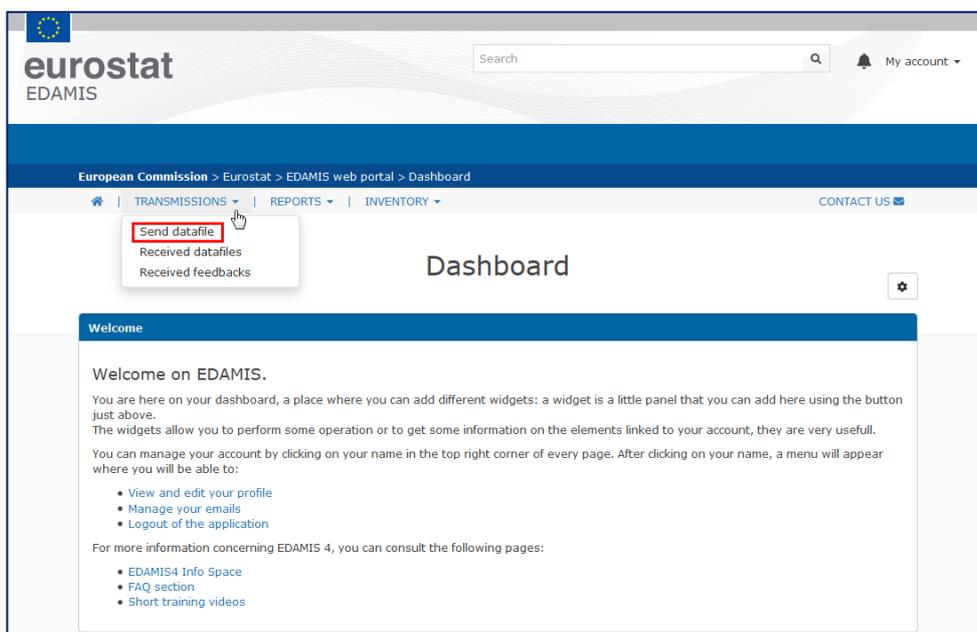


Figure 6: Uploading a file in EDAMIS

In the new window “Send datafile”, the questionnaire can be ‘dropped’ or selected (Figure 7).

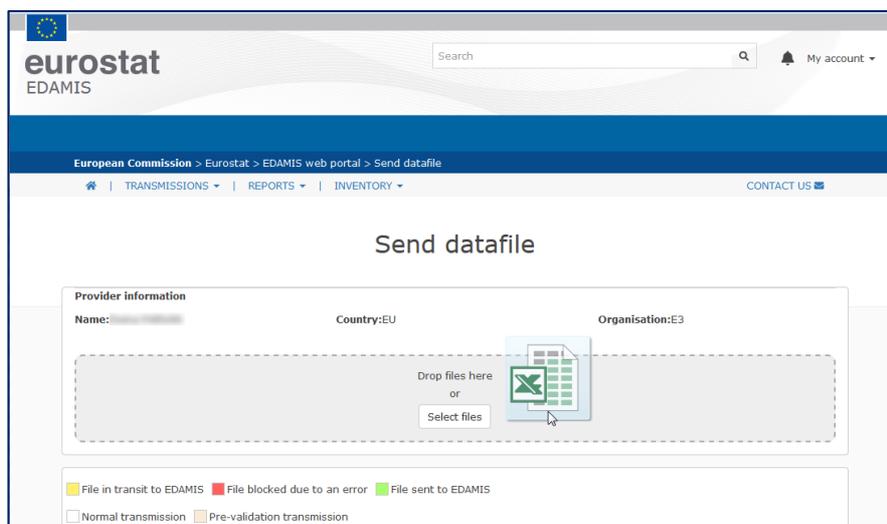


Figure 7: Select file

Once the file has been added, it will appear on the screen under the section “Drop files here” or “select files” (Figure 8). Next, the name of the file must be fixed to be the one expected by EDAMIS:

- the EDAMIS dataset to be used is REGWEB_IND_A;
- the country must be selected from the drop-down list;
- and the reference year to be used is 2022.

The file can then be sent by clicking on the “Send” button.

European Commission > Eurostat > EDAMIS web portal > Send datafiles

TRANSMISSIONS | REPORTS | INVENTORY | LEGAL NOTICE | CONTACT US

Send datafiles

Sender information
Name: Evangelia FORD-ALEXANDRAKI Country: EU Organisation: E3

Drop files here
or
Select files

Tip: If the file follows the DSNC (DataSet Naming Convention), the fields below will be filled automatically. Example: DATASET_FROM_YEAR_PERIOD_*.EXT

AT_2020_REGWEB_test.xls

Dataset: REGWEB_IND_A - Regional transport indicators **Confidential**

From: [AT] Austria To: All destinations **1 destination**

Year: 2020 Open period(s) All periods

Encrypt by: User

The dataset is confidential: your datafile must be encrypted.

⚠ The dataset is confidential: please encrypt manually your datafile before sending it or send it non-encrypted. No public key available
⚠ Please select a year.

Attach explanatory notes Add comment **Send**

Figure 8: Name and send files

EDAMIS NOTIFICATIONS

After you transmit a data file, you will receive two email notifications from EDAMIS:

- an acknowledgement that the file has been delivered to Eurostat (Figure 9)

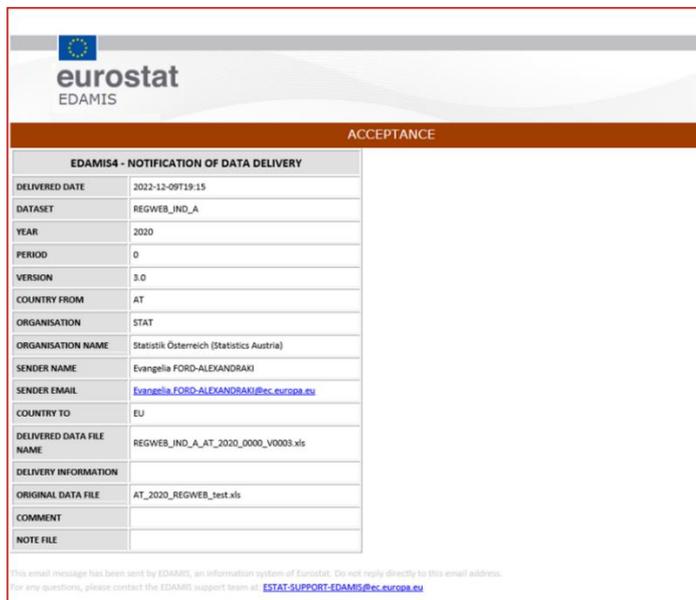


Figure 9: Data file delivery notification

- a notification that the STRUVAL validation report has been generated and is available in EDAMIS. If the message is “[STRUVAL OK] Structural validation successful” (Figure 10), then you do not need to do anything else. If the message is “[STRUVAL FAILED] Structural validation failed” (Figure 11), then please consult the validation report in EDAMIS, correct the errors in the data file and transmit it again.

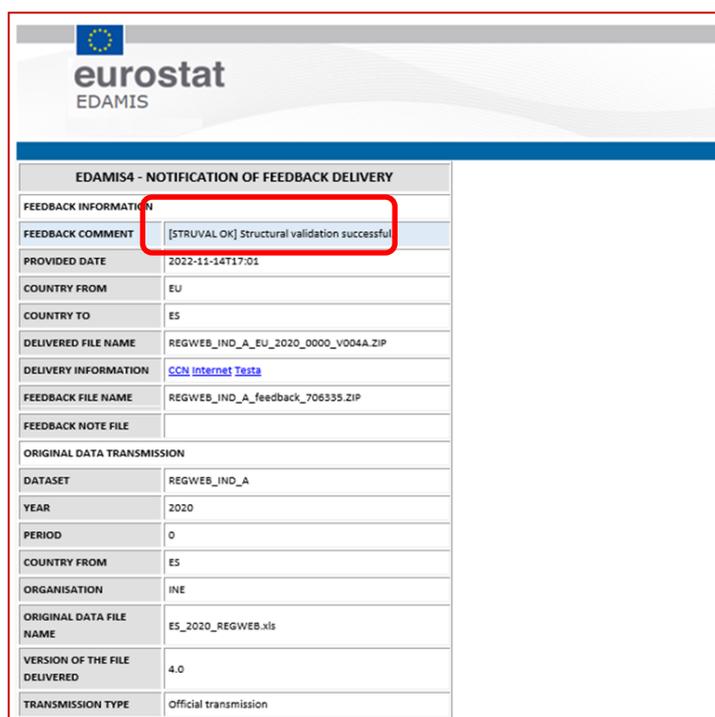


Figure 10: Validation notification – no errors

| ACCEPTANCE | |
|--|--|
| EDAMIS4 - NOTIFICATION OF FEEDBACK TRANSFER | |
| FEEDBACK INFORMATION | |
| FEEDBACK COMMENT | [STRUVAL FAILED] Structural validation failed. Please review the validation report and transmit a corrected dataset. |
| PROVIDED DATE | 2022-12-09T19:16 |
| COUNTRY FROM | EU |
| COUNTRY TO | AT |
| FEEDBACK FILE NAME | STRUVAL-report.zip |
| FEEDBACK NOTE FILE | |
| ORIGINAL DATA TRANSMISSION | |
| DATASET | REGWEB_IND_A |
| YEAR | 2020 |
| PERIOD | 0 |
| COUNTRY FROM | AT |
| ORGANISATION | STAT |
| ORIGINAL DATA FILE NAME | AT_2020_REGWEB_test.xls |
| VERSION OF THE FILE DELIVERED | 3.0 |

This email message has been sent by EDAMIS, an information system of Eurostat. Do not reply directly to this email address. For any questions, please contact the EDAMIS support team at: ESTAT-SUPPORT-EDAMIS@ec.europa.eu

Figure 11: Validation notification – errors

Note: It may take several minutes before you receive these notifications and you will likely receive them a few minutes apart.

PRE-VALIDATION OF THE TRANSMITTED FILE

There is a possibility to validate a transmitted file **without it progressing to the Eurostat database**, even if validation is successful.

This pre-validation takes place in the **EDAMIS Acceptance environment** (Figure 12) and not yet in EDAMIS Production.

Figure 12: EDAMIS Acceptance environment

Link to EDAMIS Acceptance: <https://webgate.acceptance.ec.europa.eu/edamis4/>

If a file is successfully pre-validated in Acceptance, then it needs to be transmitted again to the EDAMIS Production environment **which is the only environment for official submissions**.

The process for file transmission to EDAMIS Acceptance is the same as to the Production environment.

DOUBLE AUTHENTICATION TO LOG IN TO EDAMIS ACCEPTANCE

Access to EDAMIS Acceptance environment requires a 2-Factor authentication (EU Login and the use of a private device). The 2-Factor Authentication is mandatory as part of the security policy of the Directorate-General for Informatics of the European Commission. It has **been applied to EDAMIS Acceptance since August 2022** and **applied to EDAMIS Production since January 2023**.

This change has been announced in several communications and in the 2022 meeting of the Data Transmission Coordination Group (DTCG).

If you have questions, please contact either your national transmission coordinator or the EDAMIS support team: ESTAT-DATA-METADATA-SERVICES@ec.europa.eu

RETRIEVAL OF THE VALIDATION REPORT

To consult the validation report, click on the EDAMIS Menu/Transmissions drop-down list and select the “Transmissions/Received feedback files” option. The validation report will be visible there and available for you to download (Figure 13).

You can find a guide on how to interpret the error messages in reports through the following link: https://ec.europa.eu/eurostat/cros/content/user-guide-validation-reports_en

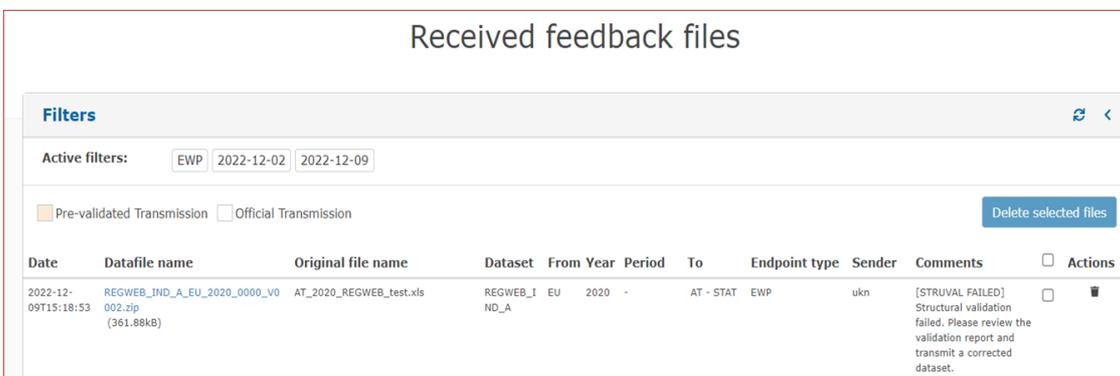


Figure 13: EDAMIS feedback file

The feedback file comes as a .zip file (Figure 14) which includes the report in two formats.

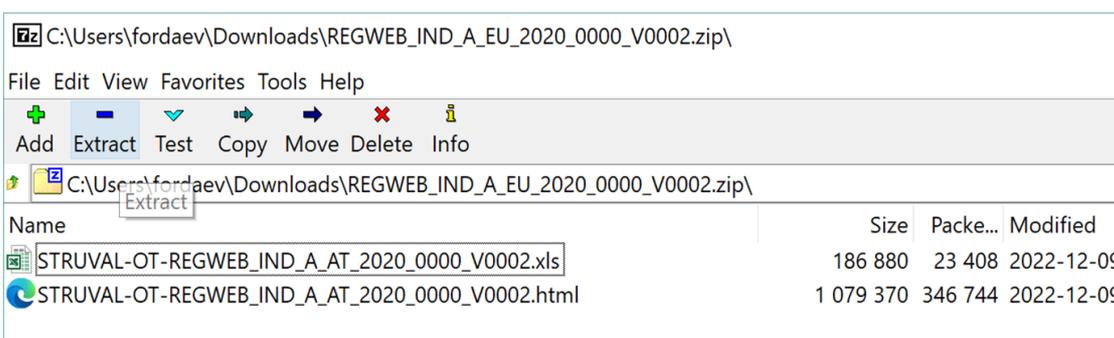


Figure 14: .zip feedback file

The first format is an html file (Figure 15) which provides the metadata of the file transmission and describes the number and type of the errors identified.

Official Data Transmission
Validation ended with errors found

Data Provider: AT
Data Submitted: 09 December 2022, 19:15:57
Process Type: OFFICIAL TRANSMISSION
Number of observations: 1040
Validated Dataset: REGWEB_IND_A for 2020-0000, Version 0003
DSD: ESTAT+REGWEB+1.0
Report Generated: 09 December 2022, 19:16:00
Validation service: STRUVAL v9.6.1

Error 3
Please correct data

Warning 0
Data review required

Info 0
Information available

Error Summary

Show 25 entries Search: Export full report

| Original order | Rule | Severity | Occurrences | Error message | Concept Name | Concept Value |
|----------------|------|----------|-------------|---|--------------|---------------|
| 1 | 029 | ERROR | 2 | Data Attribute OBS_FLAG is reporting value which is not a valid representation in referenced codelist "ESTAT:CL_OBS_FLAG(1.0)". | OBS_FLAG | k |
| 2 | 030 | ERROR | 1 | Primary Measure OBS_VALUE is reporting invalid value which should be a floating point number with double precision("Double"). | OBS_VALUE | aaa |

Figure 15: Feedback file in html format

The second format is the Excel REGWEB questionnaire itself (Figure 16) where the cells with errors are highlighted and error messages are attached.

TOTAL_LEN_RAIL_LINE

Tolerance margin in % **10**

| | | 2016 | 2017 | 2018 | 2019 | 2020 | |
|---------|------|--------|------|--------|------|--------|------|
| Country | Nuts | Answer | Flag | Answer | Flag | Answer | Flag |
| AT | AT | 5.491 | c | 5.527 | a | 5.526 | k |
| AT | AT1 | | | | | 5.615 | g |
| AT | AT11 | | | | | | bbb |
| AT | AT12 | | | | | | |
| AT | AT13 | | | | | | |
| AT | AT2 | | | | | | |
| AT | AT21 | | | | | | |
| AT | AT22 | | | | | | |

Comment: Total railway lines' include <urban> rural, and 'suburban'.1

ERROR: Data Attribute COMMENT_SERIES is reporting invalid value which does not respect the expected pattern "[^:]*\$".

ERROR: Data Attribute COMMENT_SERIES is reporting invalid value which does not respect the expected pattern "[^:]*\$".

ERROR: Data Attribute COMMENT_SERIES is reporting invalid value which does not respect the expected pattern "[^:]*\$".

ERROR: Data Attribute COMMENT_SERIES is reporting invalid value which does not respect the expected pattern "[^:]*\$".

ERROR: Data Attribute OBS_FLAG is reporting value which is not a valid representation in referenced codelist "ESTAT:CL_OBS_FLAG(1.0)".

ERROR: Primary Measure OBS_VALUE is reporting invalid value which should be a floating point number with double precision("Double").

Figure 16: Feedback file in Excel format

Figure 17 provides the most common validation errors for REGWEB questionnaires and what their meaning is.

| Message in validation report | Meaning |
|---|---|
| Data Attribute OBS_FLAG is reporting value "x" which is not a valid representation in referenced codelist ... | A non-allowed flag (i.e. a flag that is not in the list on the "Legend" sheet of the questionnaire) was used. |
| Primary Measure OBS_VALUE is reporting invalid value "xxx" which is not of expected type 'Double'. | A non-numeric value was used in the "Answer" field |
| Data Attribute COMMENT_SERIES is reporting invalid value which does not respect the expected pattern ^ [^;]*\$. | A semicolon was used in the "Comment" box. |

Figure 17: Common validation errors

Glossary

| CONCEPT | DEFINITION |
|---------------------------|---|
| CIRCABC | CIRCABC is an extranet tool developed by the European Commission and tuned towards Public Administrations' needs. It enables a given community geographically spread across Europe to form an online "Interest Group", thereby providing a private space on the Internet where members can share information and documents, participate in discussion forums and make use of various other functionalities. URL: https://circabc.europa.eu/ |
| CSV | Comma-Separated Values file format. |
| Data file | Physical data file transmitted which should normally correspond to an instance of a dataset (a physical instance of a dataset occurrence). |
| Dataset | Dataset structure with a specific periodicity and to which is usually linked a deadline for transmission. The data content of a dataset is homogeneous. |
| Dataset naming convention | Convention used by all production units at Eurostat for uniformly naming a dataset. It composed of the domain name, the statistical table name and the periodicity, all separated by an underscore. The dataset naming convention is recognised by all third-party applications at Eurostat. |
| Dataset structure | Concept of one single data structure associated to one or several statistical tables (closely linked into the same statistical domain). |
| Domain | Consistent group of datasets that are closely linked together (belong to the same statistical area and based on the same legal act(s) or voluntary agreements). |
| EDAMIS | Electronic Data files Administration and Management Information System. |
| EWA | EDAMIS Web Application. |
| EWP | EDAMIS Web Portal. |
| SDMX-ML | XML format for the exchange of SDMX-structured data and metadata. The SDMX format (Statistical Data and Metadata Exchange) is the result of cooperation between the BIS, the ECB, Eurostat, the IMF, the OECD and the UN to explore common e-standards and on-going standardisation activities that could afford more efficiency in the field of statistical information. |
| Table | Statistical table as defined in a legal act or a voluntary agreement (with records made of fields). |
| Theme | Theme of the Statistical Programme. |

3

Data dissemination by Eurostat

Dissemination of regional transport data

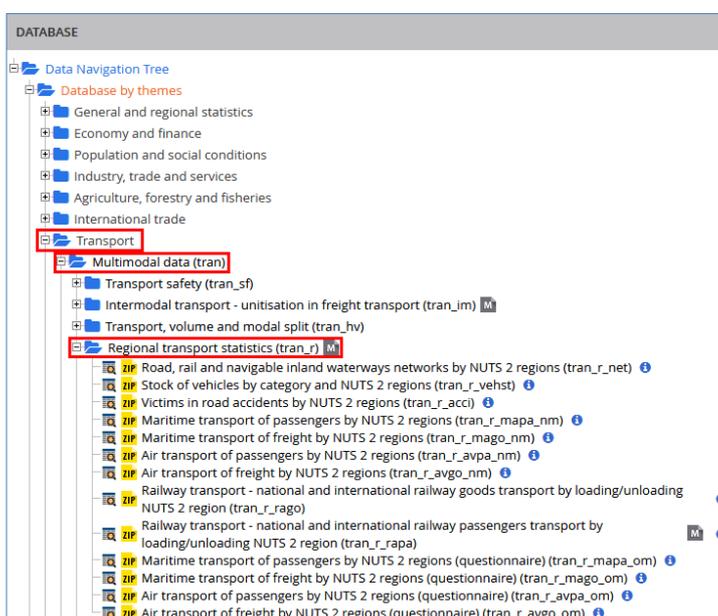
Regional data from REGWEB

Regional transport data is disseminated on regular basis, such as the data for other modes of transport. The data is disseminated mostly at NUTS 2 level. NUTS 1 and NUTS 0 levels are used where more detailed data is not available (or a country has no NUTS 2 level division). There are three major ways of regional transport data dissemination:

1. Online tables in Eurostat's website (Eurobase);
2. Regular statistical publications;
3. Other Eurostat's publications

ONLINE TABLES ON EUROSTAT'S WEBSITE (EUROBASE)

The information collected is disseminated in Eurostat dissemination database (Eurobase) under "Transport/Multimodal data/Regional transport statistics" theme and also under "General and regional statistics/Regional statistics by NUTS classification/Regional transport statistics" theme.



REGULAR STATISTICAL PUBLICATIONS

- **Transport chapter in the Regional Yearbook** (annual publication)
In the 2023 edition, information on maritime, air, rail and road transport, as well as road accidents is presented.
Eurostat regional yearbook — 2023 edition - Products Flagship publications - Eurostat (europa.eu)
- **Statistics Explained articles**
 - [Inland transport infrastructure at regional level](#)
 - [Stock of vehicles at regional level.](#)



OTHER EUROSTAT PUBLICATIONS

- [Visualising Regional Transport Statistics indicators](#)

