

Guidelines for Regional Data Providers

9TH EDITION

2019



MANUALS AND
GUIDELINES

eurostat 

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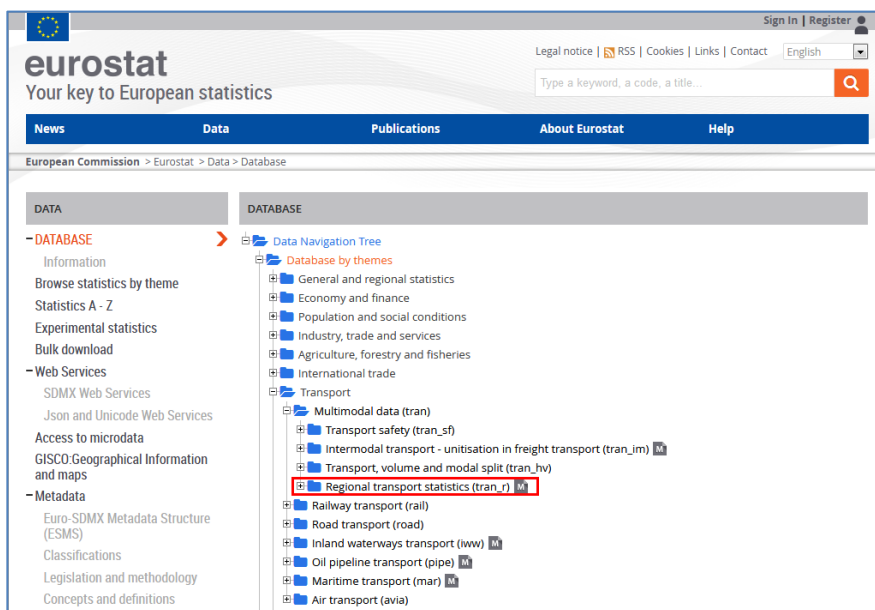
Methodology, definitions and classifications

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 mirrored 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)

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 the countries using a questionnaire: data on transport infrastructure, vehicle stocks and road accidents (collected previously – till 2006 – on Excel sheets) is collected using EDAMIS (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 questionnaires

The following section details the various variables that were collected in the frame of the regional questionnaire (in excel form) and then (in 2006) incorporated into the EDAMIS web forms (both the variables and the structure of the questionnaires have been kept in the REGWEB 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 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 footnote filed) or provided to Eurostat’s regional data manager by e-mail.

Railway network

Regional data on 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 footnote filed) 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 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 footnote filed) or provided to Eurostat’s regional data manager by e-mail.

Stock of vehicles by category

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

QUESTIONNAIRE	VARIABLES
Stock of vehicles	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 footnote filed) 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 footnote filed) 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

Road

Line 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 and other roads with a stabilized base, e.g. gravel roads. Roads also cover streets, bridges, tunnels, supporting structures, junctions, crossings and interchanges. Toll roads are also included. Excluded are dedicated cycle lanes.

Road network

All roads in a given area.

The road network may be classified according to the surface, e.g.

- a) Paved roads
- b) Unpaved roads.

Paved road

Road surfaced with crushed stone (macadam) with hydrocarbon binder or bituminized agents, with concrete or with cobblestone.



Unpaved road

Road with a stabilized base not surfaced with crushed stone, hydrocarbon binder or bituminized agents, concrete or cobblestone.



Motorway / freeway

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.

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 -

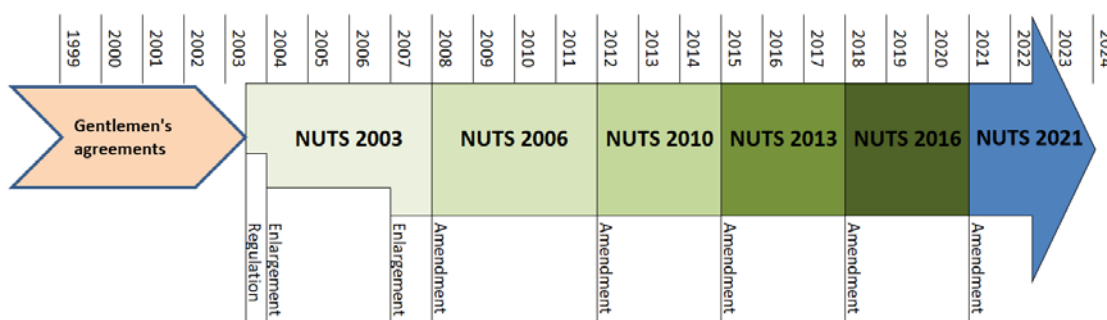
http://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_CLS_DLD&StrNom=NUTS_33&StrLanguageCode=EN)

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 2016

After the evolution of the NUTS, the REGWEB questionnaire has been rearranged 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 new 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.

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 has recently moved into EDAMIS (Electronic Data files Administration and Management Information System) Excel file upload (this means that the data transmission will not take place anymore 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. EDAMIS is used for the transmission of the REGWEB data. The advantage of this application is that basic validations are performed at data entry time, in order to alert the data provider to avoid some mistakes.

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 Questionnaires

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

The questionnaire will be transmitted and automatically validated via EDAMIS, Eurostat's Single Entry Point for data transmission. In order to avoid validation issues, there are a few rules to be observed when filling in the Excel questionnaires.

The Excel questionnaire has 2 main areas: the data area and the comment box.

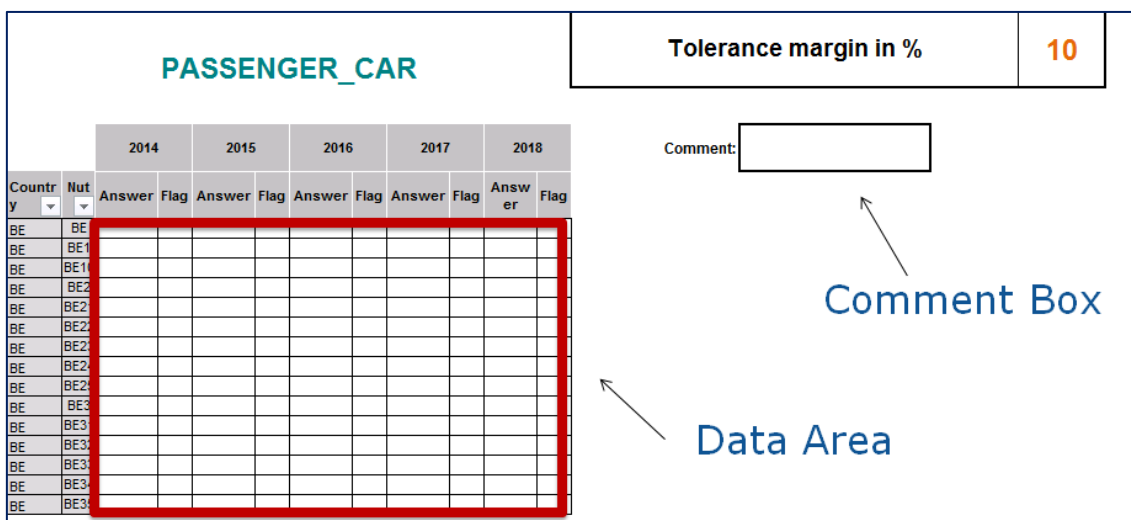


Figure 1: Excel questionnaire

The data providers have to follow the following recommendations:

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

The rules applied to the fields of 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.
- 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".

	not available
	Tolerance margin
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

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 file will be automatically rejected 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 sheets or the codes surrounding the data area: the file will 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: 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 questionnaires have been filled in, the data providers have to transmit the through EDAMIS.

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

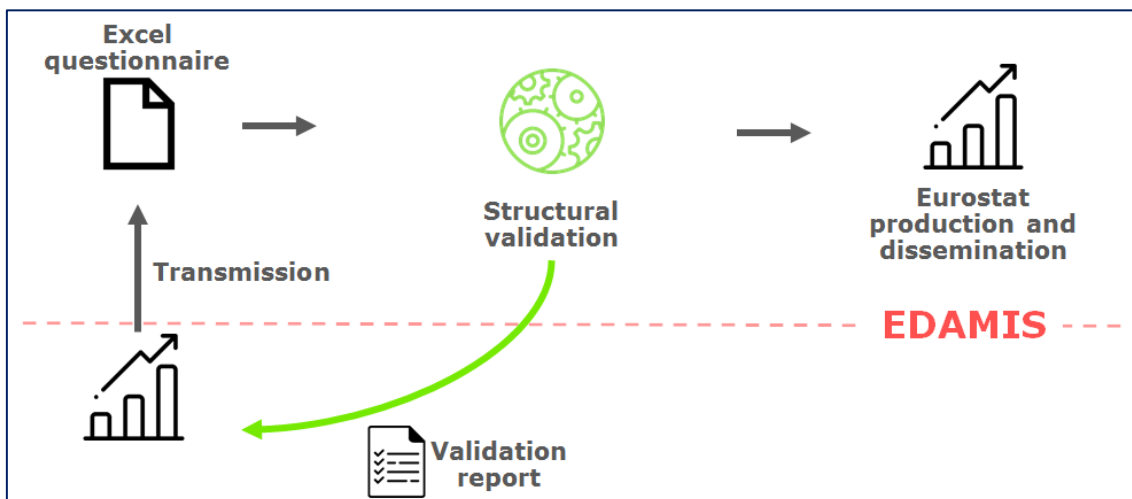


Figure 3: EDAMIS workflow

Accessing EDAMIS

To access the EDAMIS Web Portal, type in the following URL into the address bar of your web browser and press [ENTER]:

<https://webgate.ec.europa.eu/edamis4/>

The site appears as follows (Figure 4):

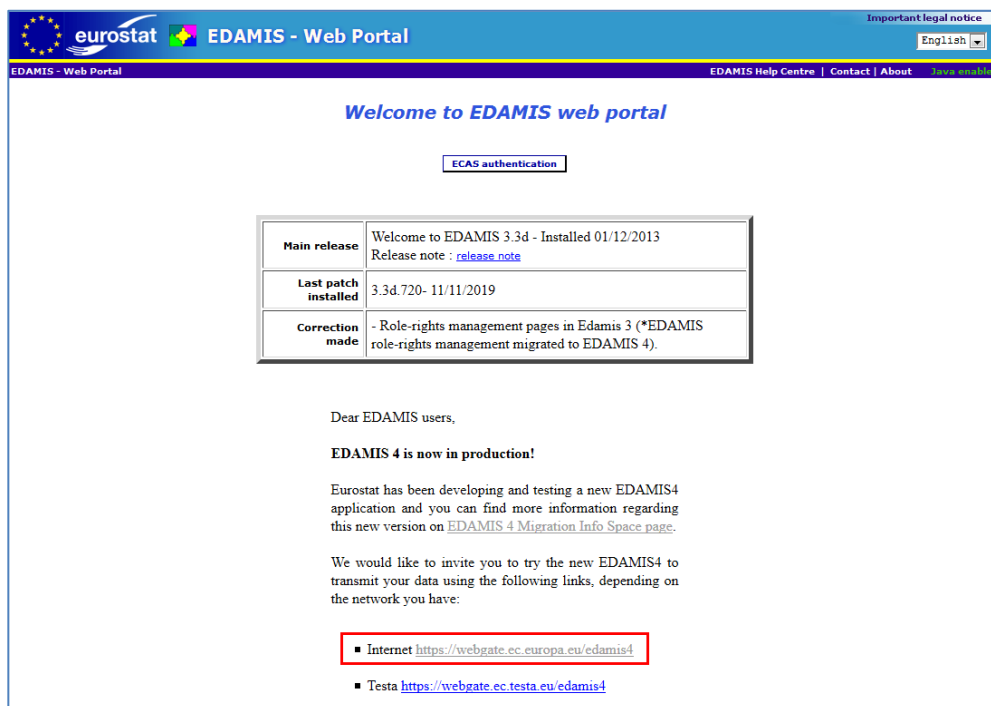


Figure 4: EDAMIS Home Page

Since 2016, the EDAMIS web portal can be accessed using the EU Login account (former ECAS).

Enter your EU login (or email address) and password, click on the [Login] button and after a successful authentication, you are back on the EDAMIS Interface. For more information you can click on the following link:

https://ecas.ec.europa.eu/cas/about.html?loginRequestId=ECAS_LR-42959238-kRd3eHu9zKnwazzgbzUZaly2eGdl13t2u7wKxXzkoxmctvllCMhxGzy9tjJPgcckzoBMNGMAP7CsUzZJzOr6lfD9W-Jj71zxYb8yrVTezQzffztHa-KTfhZVmeJrN8V2mWic2TGT638UdNVawuPAzzjLwcy4YW

SELF-REGISTRATION

Note: If you are not already a registered EDAMIS user you will have to register before you can proceed any further. During registration you select the datasets you will be sending data for and your role (data sender, in this case). You can download a demonstration of the self-registration procedure through the following link:

<https://circabc.europa.eu/w/browse/21404e56-63ce-476a-b9d6-5fc4664e65a1>

EDAMIS HELP CENTRE AND SUPPORT

Note: A set of comprehensive documents are available at the EDAMIS Help Centre. They cover a wide range of topics such as the available software, including a number of very technical aspects, advice on choosing the best method to suit your requirements and help with the installation procedures.

You can access the EDAMIS Help Centre through the following link:

<https://webgate.ec.europa.eu/edamis/helpcenter/website/index.htm>

The support team will be happy 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 collection tools. Do not hesitate to contact the support team for any problems or questions related to data collection.

Mail to: estat-support-EDAMIS@ec.europa.eu

Tel: (+352) 430133213

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):

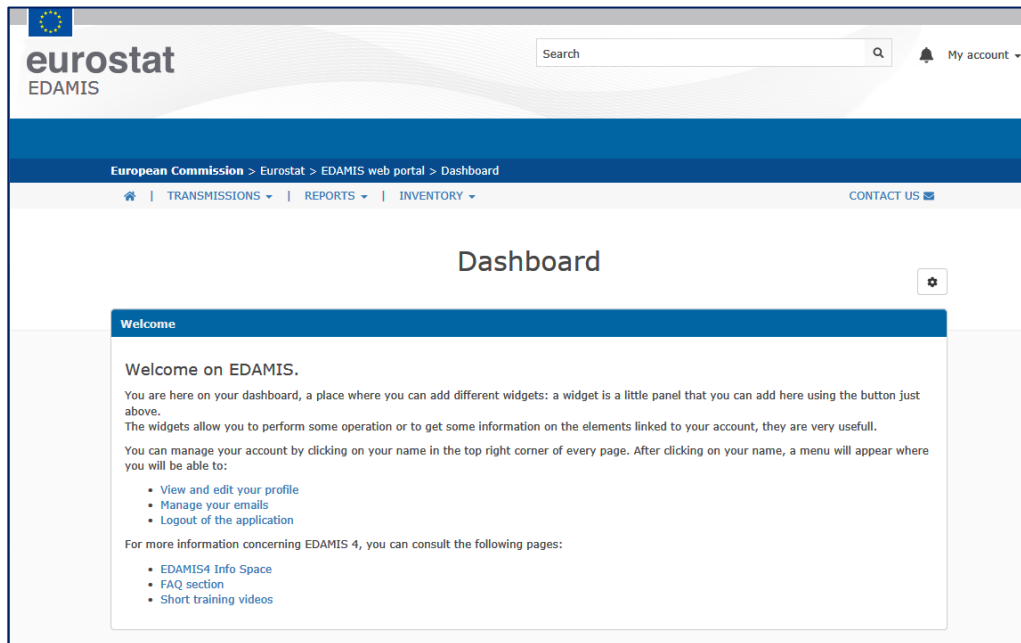


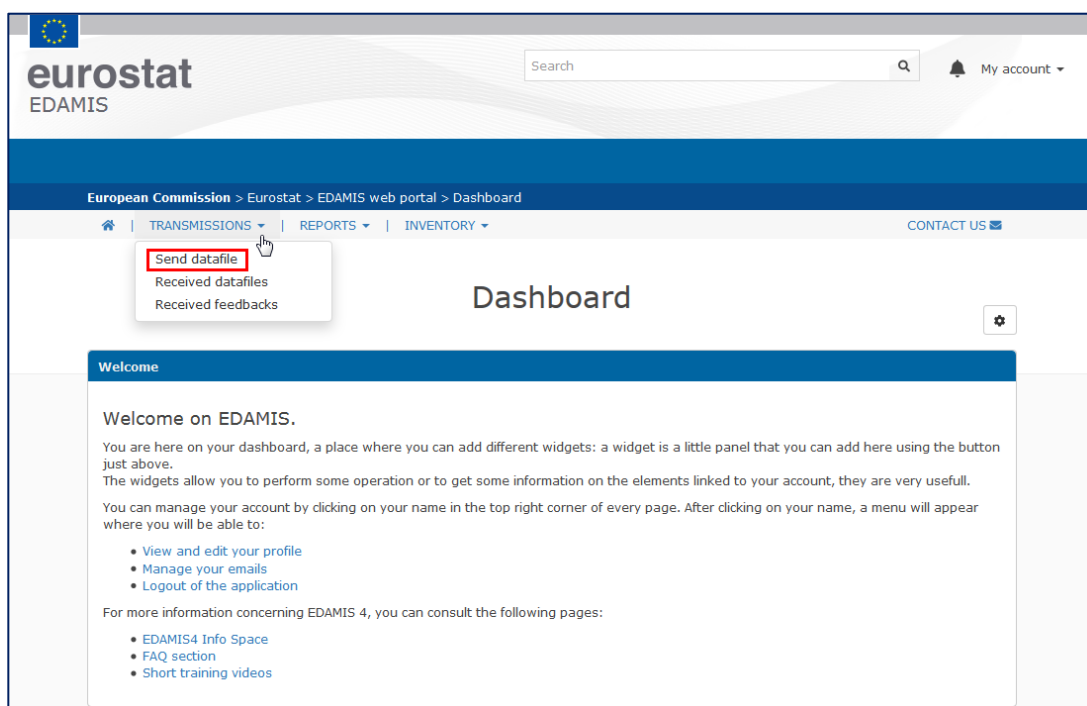
Figure 5: Welcome Page

TRANSMISSION OF THE REGWEB QUESTIONNAIRE

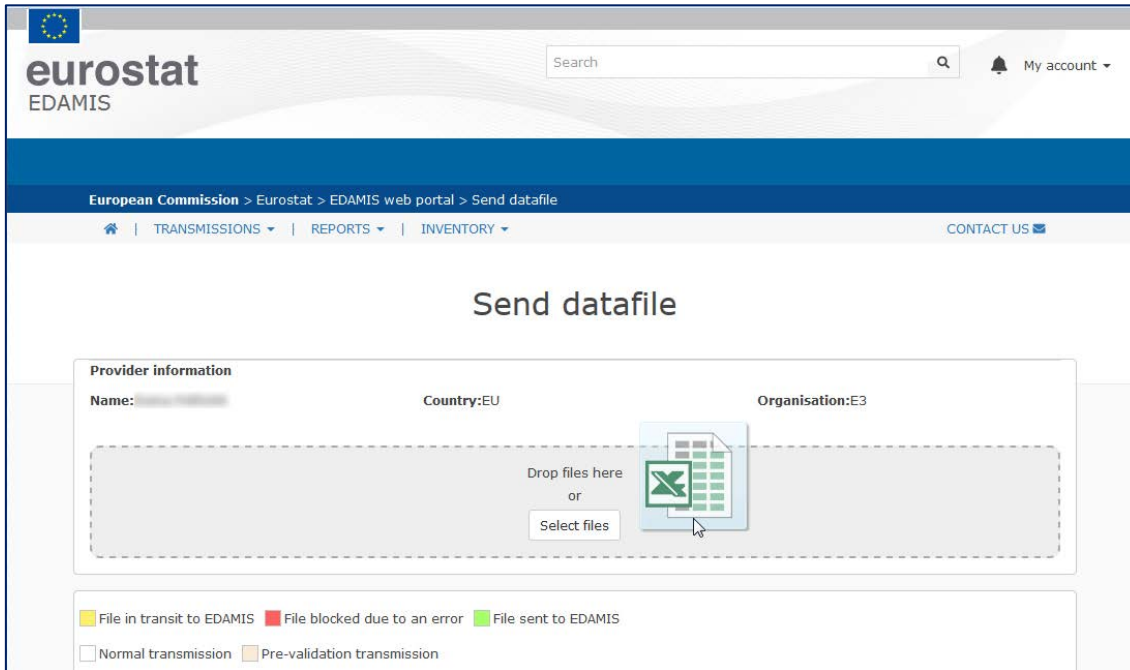
Send datafile

The first step is to upload the file in EDAMIS.

From the Menu/Transmissions, select from the dropdown menu the "Send datafile" option.

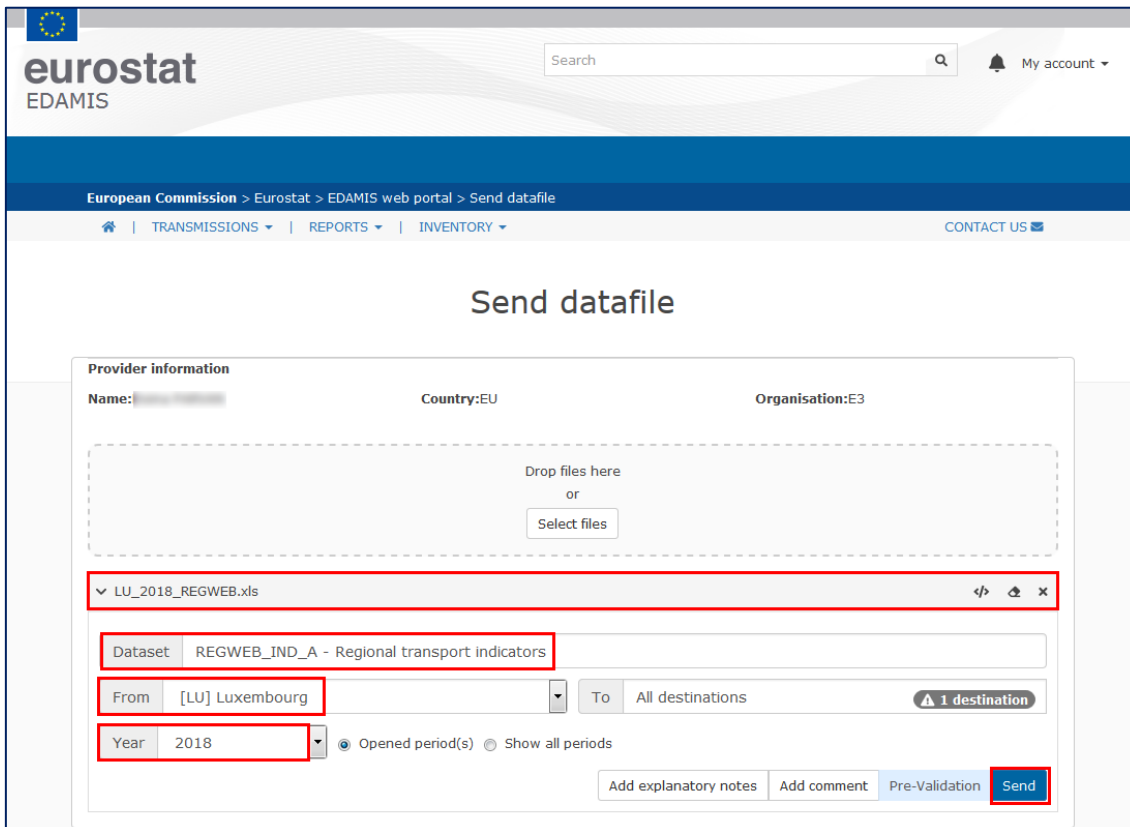


In the new window "Send datafile" the questionnaire can be 'dropped' or selected.

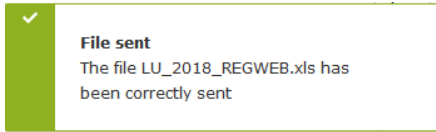


Once that the file have been added, it will appear on the screen under the section 'Drop files here' or 'select files'. Next, the **EDAMIS dataset to be used is REGWEB_IND_A**. The country must be selected from the drop down list and the reference year to be used is 2018.

The file can be send by clicking on the 'send' button.



A notification will appear on the screen.



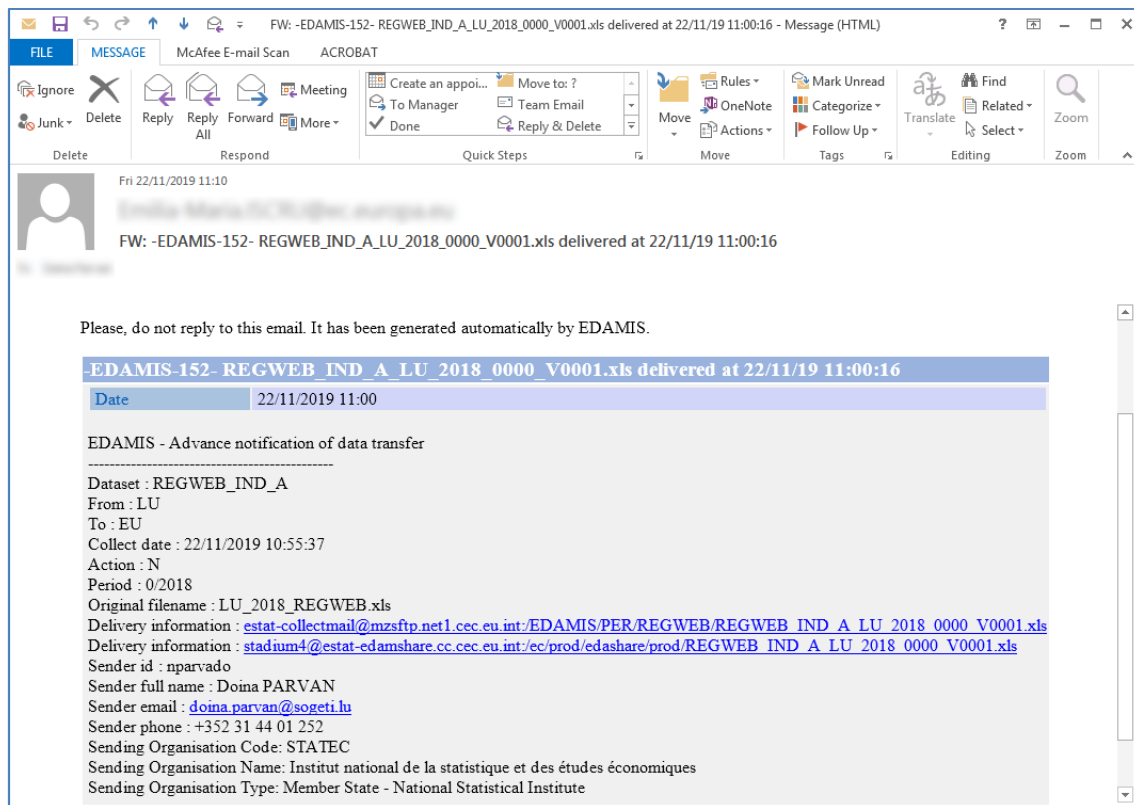
After submitting the questionnaire, the **second step** is to receive two email notifications from EDAMIS:

- An acknowledgement that the file has been delivered.
- A notification that a validation report has been generated and is available in EDAMIS.

Note: it may take several minutes to receive these notifications and that will likely be received at few minutes apart.

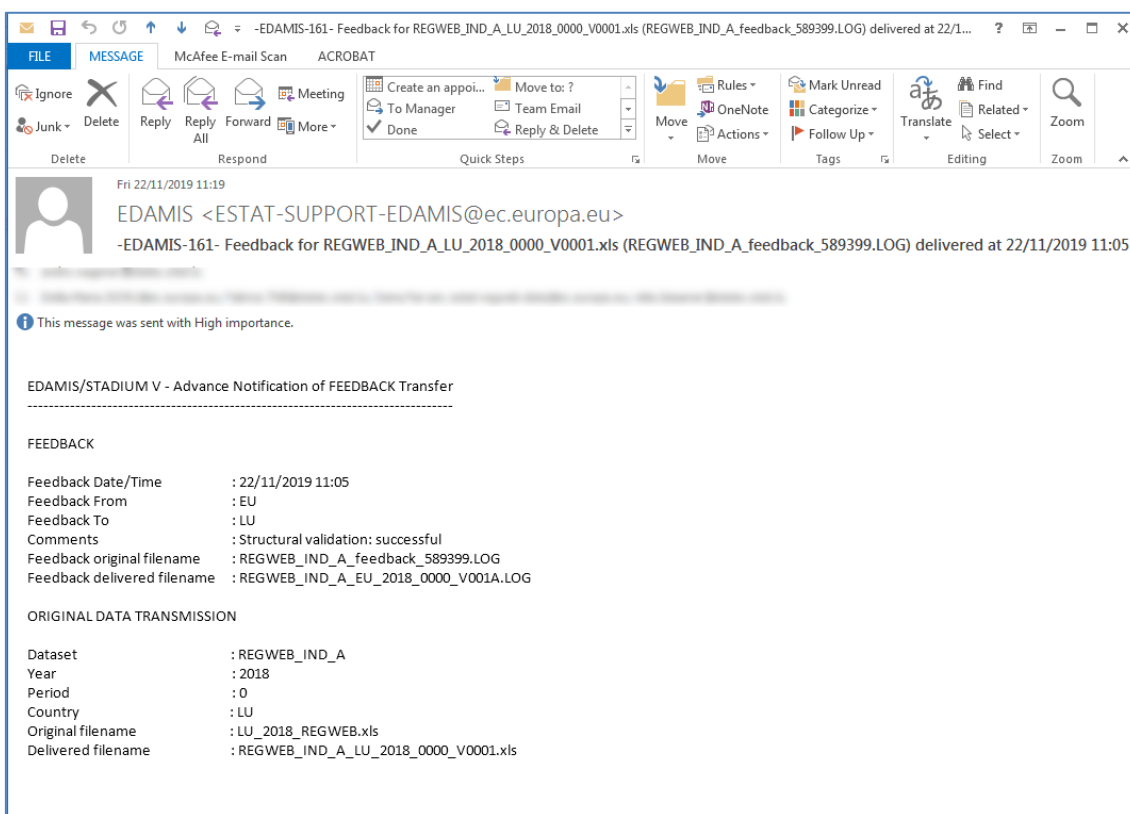
Acknowledgement of transfer

After submitting the questionnaire, the first notification is the acknowledgement that the file has been delivered, as shown in the print screen below.

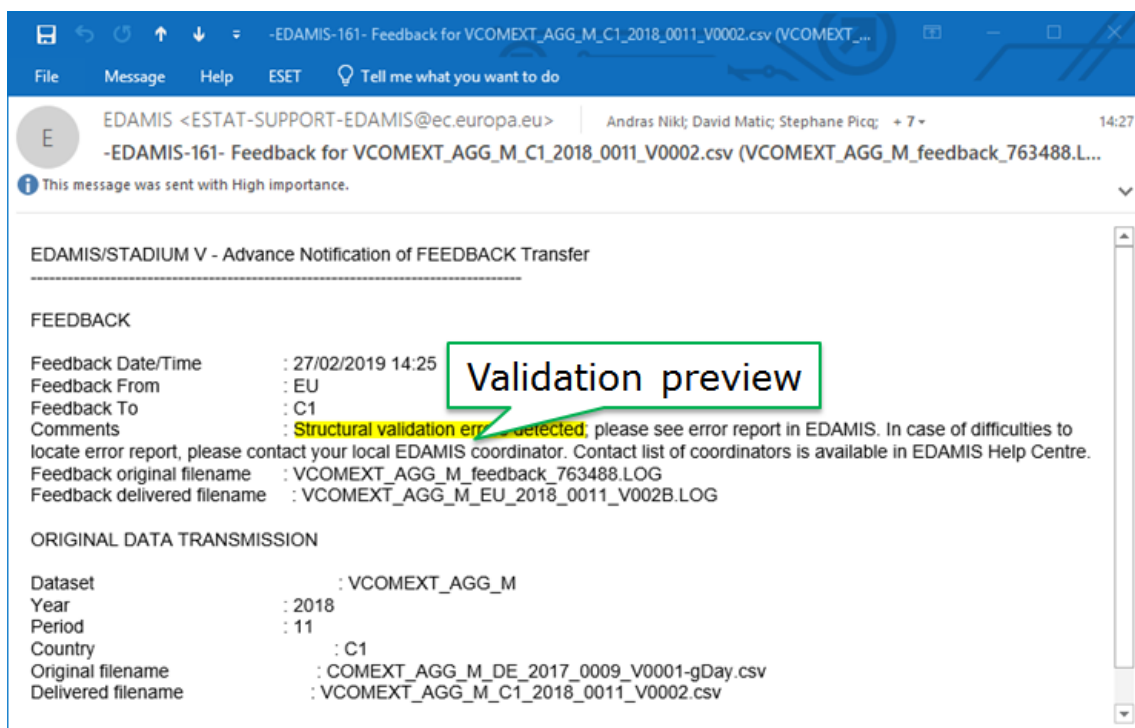


Validation report

Successful validation report notification



Validation notification with errors detected

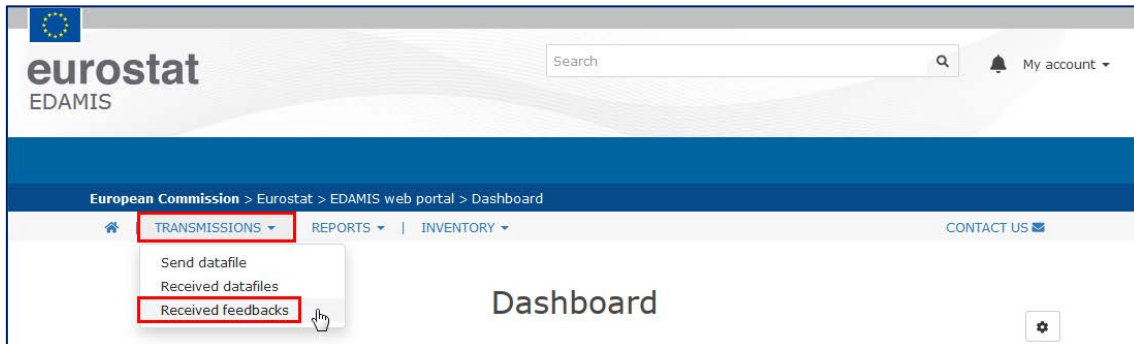


As seen in the print screen above, on the notification of the validation report, check the "Validation preview" message:

- If the "validation preview" says no errors were detected, the file have been submitted successfully;
- If the "validation preview" says that there were structural errors, the validation report in EDAMIS

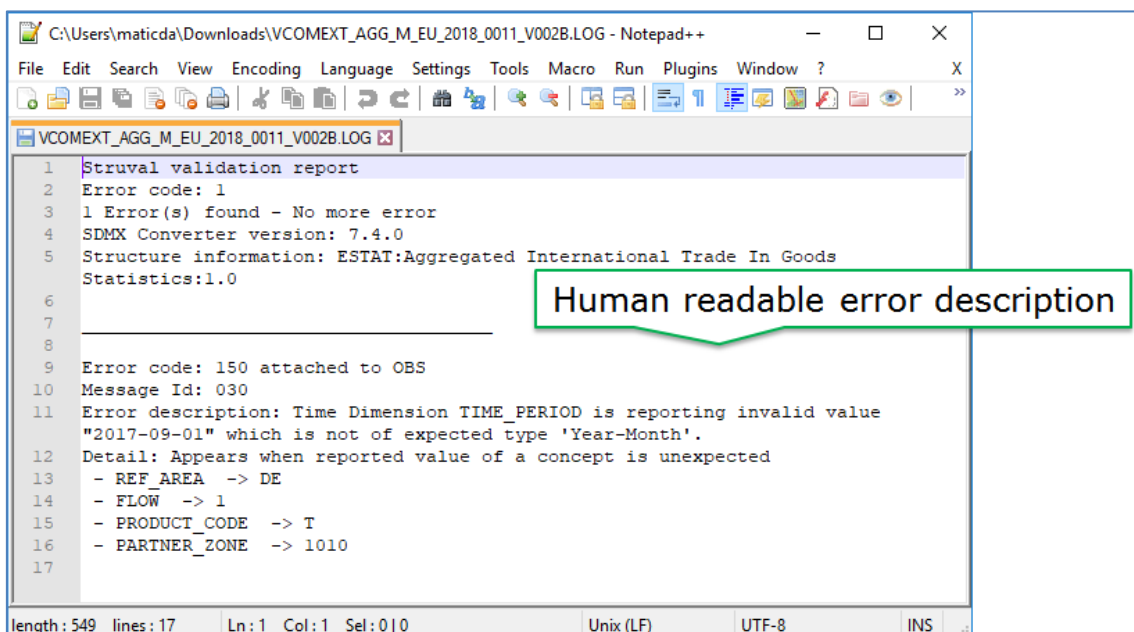
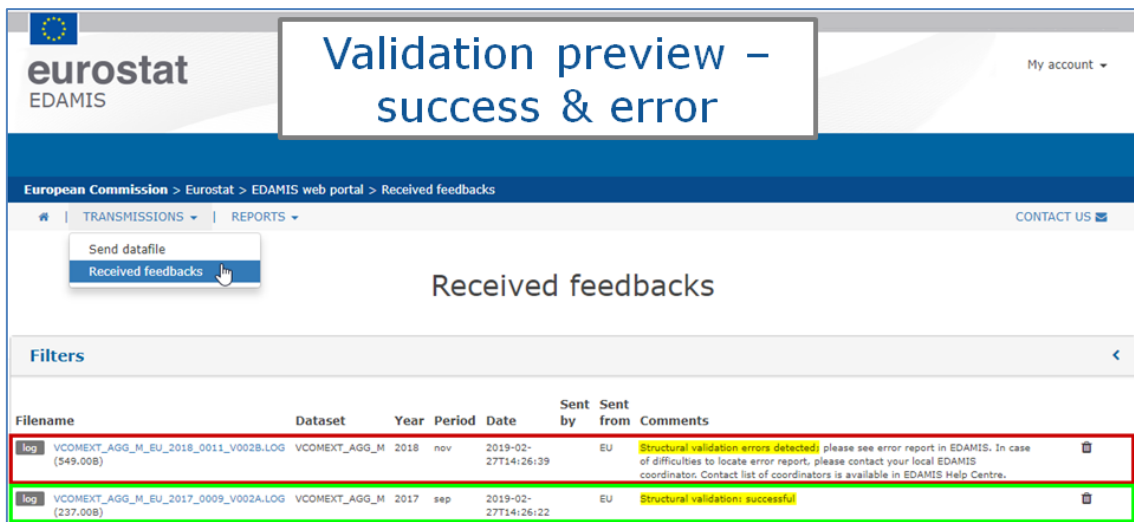
should be consulted and the errors should be corrected.

The validation report can be consulted on EDAMIS in the "Transmissions > Received Feedbacks" menu.



Your report will be visible there and will be available for you to download. You can find a guide on how to interpret the error messages in the reports at the link below:

https://ec.europa.eu/eurostat/cros/system/files/user_guide_to_validation_reports_03_05_2019.docx



Human readable error description

Common validation errors for REGWEB

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.

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

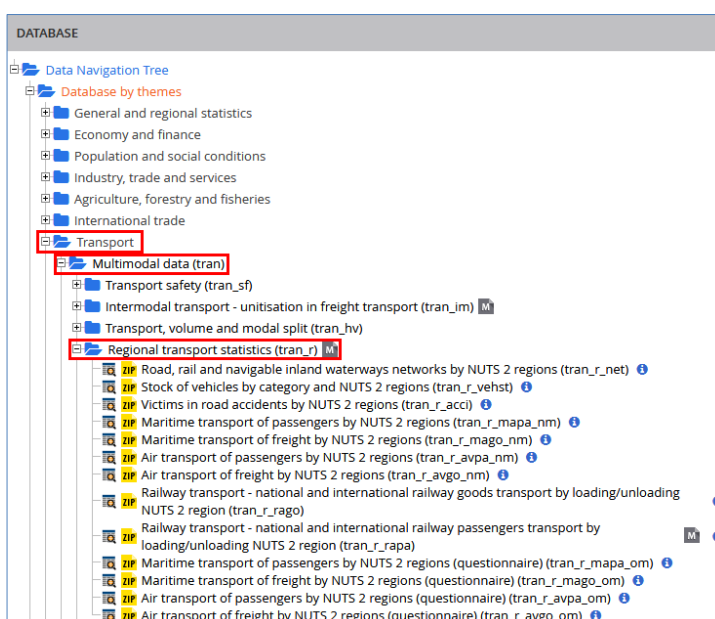
Regional data from REGWEB

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

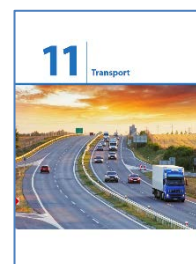
ONLINE TABLES IN EUROSTAT'S WEBSITE (EUROBASE)

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



REGULAR STATISTICAL PUBLICATIONS

- **Transport chapter in the Regional Yearbook** (this publication is published every year).
In the 2019 edition information on air and road transport, as well as road accidents is presented.
<https://ec.europa.eu/eurostat/publications/statistical-books/regional-yearbook>



- **Statistics Explained articles**
 - Road safety statistics - characteristics at national and regional level
 - Inland transport infrastructure at regional level
 - Stock of vehicles at regional level.

OTHER EUROSTAT'S PUBLICATIONS

- *Visualising Regional Transport Statistics indicators*

