eurostat

Reference Manual on Rail transport statistics

Version 12.0

April 2025

TABLE OF CONTENT

INTRODUCTION

The adoption of **Regulation 91/2003** of the European Parliament and of the Council in December 2002 marked a crucial step forward in advancing European Union (EU) transport statistics. This Regulation established the first legal framework for collecting comprehensive data on rail freight, passenger transport, accidents, and network traffic flow.

In October 2016, **Regulation 2016/2032** of the European Parliament and of the Council, amending **Regulation 91/2003**, was adopted. The new regulation streamlined the process of collecting rail data.

April 2018 saw the adoption of **Regulation 2018/643** by the European Parliament and of the Council, a recast of **Regulation 2016/2032**. The main changes to this Regulation concerned the numbering of the Annexes.

This manual offers detailed guidance to Member States on implementing **Regulation 2018/643.** It is divided into four parts:

- **Part I: Overview, methodology, definitions and classifications**

Part I of this manual offers general guidelines for implementing the Regulation. Each annex's general information, definitions and table structures are described here. While the Regulation includes some definitions and methodological comments, experience in implementing statistical legislation has shown that additional information helps countries and promotes more consistent statistical data collection.

Therefore, this section of the manual systematically lists and explains all variables in the Regulation, including definitions, explanations of the nomenclature and coding to be used, and recommendations. The status of this information varies. Some parts have been taken directly from the Regulation, while others were proposed by Eurostat and then validated by the Working Group members.

While some recommendations in this manual are voluntary and not legally binding, they represent a collaborative effort between Eurostat and Member States to enhance the quality of EU statistics. However, certain aspects of these recommendations were already included in the first legally binding Commission regulation in 2003, but this occurred only after approval by the European Statistical System Committee.

- **Part II: Description of the data processing system**

Part II of this manual gives technical guidance on how to transmit data to Eurostat. It covers aspects such as the presentation of EDAMIS, data file and data transmission naming conventions, and STRUVAL/CONVAL data validation. It also details Eurostat's data processing system and its data quality checks. To improve rail transport data quality and consistency, Eurostat has implemented various validation rules. The manual describes these in detail.

- **Part III: Data dissemination by Eurostat**

Part III of the manual shows how collected rail data are published and disseminated in various tables in Eurobase – Eurostat's dissemination database.

- **Part IV: National methodologies**

Part IV of the manual provides information on the national level compliance methodologies used to comply with the Regulation requirements. This part is based on the input received from various reporting countries in response to a survey. The main methodological aspects of this survey are presented in tables, broken down by reporting country.

Detailed supporting annexes that expand on the preceding sections can be found at the back of the reference manual.

The manual and its related documents are available in electronic formats on Eurostat's CIRCABC website in the Transport Statistics Interest Group, at: https://circabc.europa.eu/ui/group/0c7a12bf-2645-4509-9339-a266f3e1e44d/library/390c3a41-8e83-4ad7-8e37-bc5edbc6d9a6?p=1&n=10&sort=modified_DESC.

An EU Login account is required to obtain access to the Transport Statistics CIRCABC Interest Group.

This release (version 12.0) has been updated with the following changes:

- Updates to the hyperlinks to SDMX and EDAMIS documentation (PART II - Paragraph 2.4)
- Updates to the validation rules implemented during data transmission (PART II - Paragraphs 3.1 and 3.2)
- Updates to the National methodologies (PART IV)

PART I: OVERVIEW, METHODOLOGY, DEFINITIONS AND CLASSIFICATIONS

1 OVERVIEW

Several Community legal acts from the 1970s and 1980s have offered basic statistical data on inland transport. **Regulation (EC) 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 done by expanding certain essential aspects of data collection previously covered under **Council Directive 80/1177/EEC** on rail goods transport statistics. The main distinction between **Directive 80/1177/EEC** and **Regulation (EC) 91/2003** lies primarily in their data collection methods:

- Information on passenger transport, traffic flows and accidents on rail networks;
- 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 came into force in November 2016 and simplified rail data collection. The major changes between **Regulation 91/2003** and **Regulation 2016/2032** in terms of 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 EU. Each Member State must report statistics on rail transport within its national territory. If a railway undertaking operates in multiple EU countries, each nation's authorities need it to provide separate data for each country to create national statistics.

Reporting countries should 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;
- Transport by metro, tram and/or light rail.

The text of **Regulation (EC) 91/2003** of the European Parliament and of the Council is included as **Annex 1** in this manual. **Commission Regulation (EC) 1192/2003**, is included as **Annex 2** and amends the definitions specified in Article 3 (1) of **Regulation (EC) 91/2003**. Commission **Regulation (EC) 332/2007** adopted on 27 March 2007 is included as **Annex 3** of this manual and stipulates the technical format for rail data transmission. **Regulation (EU) 2016/2032** of the European Parliament and of the Council, amending **Regulation (EC) 91/2003**, is included as **Annex 4**.

Regulation 2018/643 (EU) of the European Parliament and of the Council, recast of **Regulation (EU) 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 (EU) 2018/643** are set out in six 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 passenger transport (**ANNEX L/ANNEX VIII**).

ANNEX L may be used for data reporting by countries as alternative to the normal detailed reporting set out in **ANNEXES A** and **C**, for undertakings where 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**.

2.1 Annex A

ANNEX A covers **detailed** statistics on annual goods transport. Data are broken down into nine 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 are to be provided on an **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

Variable	Description	Coding/Nomenclature	Table
REF_AREA	**Reporting country**	**ISO-3166-alpha2 except 'EL' for Greece**	**A1 to A9**
TABLE_IDENTIFIER	**Table identification**	**A1 to A9**	**A1 to A9**
TIME_PERIOD	**Year of the dataset**	**On 4 positions**	**A1 to A9**
FREQ	**Frequency**	**On 1 position (A)**	**A1 to A9**
TRANSPORT_TYPE	**Type of transport**	**[0, 1, 2, 3, 4, 5] _Z**	**A1, A3, A6, A7, A8 A2, A4, A5, A9**
GOODS	**Type of goods**	**NST2007 (in two digits – 01-20) _Z**	**A2 A1, A3 to A9**
DANGEROUS_GOODS	**Type of dangerous goods**	**ADN classification (1, 2, 3, 41, 42, 43, 51, 52, 61, 62, 7, 8, 9) _Z**	**A4 A1, A2, A3, A5 to A9**
COUNTRY_LOADING	**Country of loading**	**ISO-3166-alpha2 except 'EL' for Greece, 'UK' for United Kingdom Code 'XX' for unknown country _Z**	**A3 A1, A2, A4 to A9**
COUNTRY_UNLOADING	**Country of unloading**	**ISO-3166-alpha2 except 'EL' for Greece, 'UK' for United Kingdom Code 'XX' for unknown country _Z**	**A3 A1, A2, A4 to A9**
CONSGMT_TYPE	**Type of consignment**	**[1, 2, 3, 9] _Z**	**A5 (optional) A1 to A4, A6 to A9**
TRANSPORT_TYPE_UNIT	**Type of transport unit**	**[1, 2, 3, 9] _Z**	**A6, A7, A8 A1 to A5, A9**
TONNES	Declared value in tonnes	Numeric integer	A1 to A6
TONNES_KM	Declared value in 1 000 tkm	Numeric integer	A1 to A6
NR_ITU	Number of intermodal transport unit	Numeric integer	A7, A8
TEU_ITU	Intermodal transport units carried in TEU	Numeric integer	A7, A8 (if TTU=1)
TRAIN_KM	Goods train movement in 1 000 km	Numeric integer	A9
OBS_STATUS	Observation status	List of flags (by default: A)	A1 to A9
CONF_STATUS	Confidentiality status	List of flags (by default: F)	A1 to A9

To ensure uniqueness, the combined values of the key fields (bolded below) must be unique for every record.

Table A1

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

Variable	Description	Coding
REF_AREA	**Reporting country**	**= ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**= A1**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	**Frequency**	**= A**
TRANSPORT_TYPE	**Type of transport**	**= [0, 1, 2, 3, 4, 5]**
GOODS	Type of goods	= _Z
DANGEROUS_GOODS	Type of dangerous goods	= _Z
COUNTRY_LOADING	Country of loading	= _Z
COUNTRY_UNLOADING	Country of unloading	= _Z
CONSGMT_TYPE	Type of consignment	= _Z
TRANSPORT_TYPE_UNIT	Type of transport unit	= _Z
TONNES	Declared value in tonnes	Numeric integer
TONNES_KM	Declared value in 1 000 tkm	Numeric integer
NR_ITU	Number of intermodal transport unit	= Blank field
TEU_ITU	Intermodal transport units carried in TEU	= Blank field
TRAIN_KM	Goods train movement in 1 000 km	= Blank field
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

Table A2

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

Variable	Description	Coding
REF_AREA	**Reporting country**	**= ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**= A2**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	**Frequency**	**= A**
TRANSPORT_TYPE	Type of transport	= _Z
GOODS	**Type of goods ***	**= NST 2007 [01, ……, 20]**
DANGEROUS_GOODS	Type of dangerous goods	= _Z
COUNTRY_LOADING	Country of loading	= _Z
COUNTRY_UNLOADIN	Country of unloading	= _Z
CONSGMT_TYPE	Type of consignment	= _Z
TRANSPORT_TYPE_UNI	Type of transport Unit	= _Z
TONNES	Declared value in tonnes	Numeric integer
TONNES_KM	Declared value in 1 000 tkm	Numeric integer
NR_ITU	Number of intermodal transport unit	= Blank field
TEU_ITU	Intermodal transport units carried in TEU	= Blank field
TRAIN_KM	Goods train movement in 1 000 km	= Blank field
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

* NST/R was used before reference year 2008.

Table A3

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

Variable	Description	Coding
REF_AREA	**Reporting country**	**= ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**= A3**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	**Frequency**	**= A**
TRANSPORT_TYPE	**Type of transport**	**= [3, 4, 5]**
GOODS	Type of goods	= _Z
DANGEROUS_GOODS	Type of dangerous goods	= _Z
COUNTRY_LOADING	**Country of loading**	**= ISO-3166-alpha2 except 'EL' for Greece, "UK" for United Kingdom Code 'XX' for unknown country**
COUNTRY_UNLOADING	**Country of unloading**	**= ISO-3166-alpha2 except 'EL' for Greece, 'UK' for United Kingdom Code 'XX' for unknown country**
CONSGMT_TYPE	Type of consignment	= _Z
TRANSPORT_TYPE_UNIT	Type of transport unit	= _Z
TONNES	Declared value in tonnes	Numeric integer
TONNES_KM	Declared value in 1 000 tkm	Numeric integer
NR_ITU	Number of intermodal transport unit	= Blank field
TEU_ITU	Intermodal transport units carried in TEU	= Blank field
TRAIN_KM	Goods train movement in 1 000 km	= Blank field
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

Table A4

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

Variable	Description	Coding
REF_AREA	**Reporting country**	**= ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**= A4**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	**Frequency**	**= A**
TRANSPORT_TYPE	Type of transport	= _Z
GOODS	Type of goods	= _Z
DANGEROUS_GOODS	**Type of dangerous goods**	**= [1, 2, 3, 41, 42, 43, 51, 52, 61, 62, 7, 8, 9]**
COUNTRY_LOADING	Country of loading	= _Z
COUNTRY_UNLOADING	Country of unloading	= _Z
CONSGMT_TYPE	Type of consignment	= _Z
TRANSPORT_TYPE_UNIT	Type of transport unit	= _Z
TONNES	Declared value in tonnes	Numeric integer
TONNES_KM	Declared value in 1 000 tkm	Numeric integer
NR_ITU	Number of intermodal transport unit	= Blank field
TEU_ITU	Intermodal transport units carried in TEU	= Blank field
TRAIN_KM	Goods train movement in 1 000 km	= Blank field
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

Table A5

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

Variable	Description	Coding
REF_AREA	**Reporting country**	**= ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**= A5**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	**Frequency**	**= A**
TRANSPORT_TYPE	Type of transport	= _Z
GOODS	Type of goods	= _Z
DANGEROUS_GOODS	Type of dangerous goods	= _Z
COUNTRY_LOADING	Country of loading	= _Z
COUNTRY_UNLOADING	Country of unloading	= _Z
CONSGMT_TYPE	**Type of consignment**	**= [1, 2, 3, 9]**
TRANSPORT_TYPE_UNIT	Type of transport unit	= Blank field
TONNES	Declared value in tonnes	Numeric integer
TONNES_KM	Declared value in 1 000 tkm	Numeric integer
NR_ITU	Number of intermodal transport unit	= Blank field
TEU_ITU	Intermodal transport units carried in TEU	= Blank field
TRAIN_KM	Goods train movement in 1 000 km	= Blank field
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F

Table A6

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

Variable	Description	Coding
REF_AREA	**Reporting country**	**= ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**= A6**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	**Frequency**	**= A**
TRANSPORT_TYPE	**Type of transport**	**= [0, 1, 2, 3, 4, 5]**
GOODS	Type of goods	= _Z
DANGEROUS_GOODS	Type of dangerous goods	= _Z
COUNTRY_LOADING	Country of loading	= _Z
COUNTRY_UNLOADING	Country of unloading	= _Z
CONSGMT_TYPE	Type of consignment	= _Z
TRANSPORT_TYPE_UNIT	**Type of transport unit**	**= [1, 2, 3, 9]**
TONNES	Declared value in tonnes	Numeric integer
TONNES_KM	Declared value in 1 000 tkm	Numeric integer
NR_ITU	Number of intermodal transport unit	= Blank field
TEU_ITU	Intermodal transport units carried in TEU	= Blank field
TRAIN_KM	Goods train movement in 1 000 km	= Blank field
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

Table A7

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

Variable	Description	Coding
REF_AREA	**Reporting country**	**= ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**= A7**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	**Frequency**	**= A**
TRANSPORT_TYPE	**Type of transport**	**= [0, 1, 2, 3, 4, 5]**
GOODS	Type of goods	= _Z
DANGEROUS_GOODS	Type of dangerous goods	= _Z
COUNTRY_LOADING	Country of loading	= _Z
COUNTRY_UNLOADING	Country of unloading	= _Z
CONSGMT_TYPE	Type of consignment	= _Z
TRANSPORT_TYPE_UNIT	**Type of transport unit**	**= [1, 2, 3, 9]**
TONNES	Declared value in tonnes	= Blank field
TONNES_KM	Declared value in 1 000 tkm	= Blank field
NR_ITU	Number of intermodal transport unit	Numeric integer
TEU_ITU	Intermodal transport units carried in TEU	Numeric integer (TTU=1) Blank field (TTU=2,3 or 9)
TRAIN_KM	Goods train movement in 1 000 km	= Blank field
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

Table A8

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

Variable	Description	Coding
REF_AREA	**Reporting country**	**= ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**= A8**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	**Frequency**	**= A**
TRANSPORT_TYPE	**Type of transport**	**= [0, 1, 2, 3, 4, 5]**
GOODS	Type of goods	= _Z
DANGEROUS_GOODS	Type of dangerous goods	= _Z
COUNTRY_LOADING	Country of loading	= _Z
COUNTRY_UNLOADING	Country of unloading	= _Z
CONSGMT_TYPE	Type of consignment	= _Z
TRANSPORT_TYPE_UNIT	**Type of transport unit**	**= [1, 2, 3, 9]**
TONNES	Declared value in tonnes	= Blank field
TONNES_KM	Declared value in 1 000 tkm	= Blank field
NR_ITU	Number of intermodal transport unit	Numeric integer
TEU_ITU	Intermodal transport units carried in TEU	Numeric integer (TTU=1) Blank field (TTU=2,3 or 9)
TRAIN_KM	Goods train movement in 1 000 km	= Blank field
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

RULE FOR THE REPORTING OF TEU IN TABLES A7 AND A8

The 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.

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)

Table A9

Table A9 covers statistics on goods train movements

Variable	Description	Coding
REF_AREA	**Reporting country**	**= ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**= A9**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	**Frequency**	**= A**
TRANSPORT_TYPE	Type of transport	= _Z
GOODS	Type of goods	= _Z
DANGEROUS_GOODS	Type of dangerous goods	= _Z
COUNTRY_LOADING	Country of loading	= _Z
COUNTRY_UNLOADING	Country of unloading	= _Z
CONSGMT_TYPE	Type of consignment	= _Z
TRANSPORT_TYPE_UNIT	Type of transport unit	= _Z
TONNES	Declared value in tonnes	= Blank field
TONNES_KM	Declared value in 1 000 tkm	= Blank field
NR_ITU	Number of intermodal transport unit	= Blank field
TEU_ITU	Intermodal transport units carried in TEU	= Blank field
TRAIN_KM	Goods train movements in 1 000 km	Numeric integer
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

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.

Data must 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 passenger transport – detailed reporting

Variable	Description	Coding	Table
REF_AREA	**Reporting country**	**ISO-3166-alpha2 except 'EL' for Greece**	**C3 to C5**
TABLE_IDENTIFIER	**Table identification**	**C3 to C5**	**C3 to C5**
TIME_PERIOD	**Year of the dataset**	**On 4 positions**	**C3 to C5**
FREQ	**Frequency**	**On 1 position (A)**	**C3 to C5**
TRANSPORT_TYPE	**Type of transport**	**[1 & 2]** **[3 & 4]**	**C3** **C4**
COUNTRY_LOADING	**Country of embarkation**	**ISO-3166-alpha2 except 'EL' for Greece, 'UK' for United Kingdom** **Code 'XX' for unknown country** **_Z**	**C4** **C3, C5**
COUNTRY_UNLOADING	**Country of disembarkation**	**ISO-3166-alpha2 except 'EL' for Greece, "UK" for United Kingdom** **Code 'XX' for unknown country** **_Z**	**C4** **C3, C5**
NR_PASSENGERS	Total passenger transport	Numeric integer	C3 & C4
PASSENGERS_KM	Total passenger transport in 1 000 passenger-km	Numeric integer	C3
TRAIN_KM	Passenger train movements in 1 000 train-km	Numeric integer	C5
OBS_STATUS	Observation status	List of flags (by default: A)	C3 to C5
CONF_STATUS	Confidentiality status	List of flags (by default: F)	C3 to C5

To ensure uniqueness, the combined values of the key fields (bolded below) must be unique for every record.

Table C3

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

Variable	Description	Coding
REF_AREA	**Reporting country**	**= ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**= C3**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	**Frequency**	**= A**
TRANSPORT_TYPE	**Type of transport**	**= [1 & 2]**
COUNTRY_LOADING	Country of embarkation	= _Z
COUNTRY_UNLOADING	Country of disembarkation	= _Z
NR_PASSENGERS	Total passenger transport	Numeric integer
PASSENGERS_KM	Total passenger transport in 1 000 passenger-km	Numeric integer
TRAIN_KM	Passenger train movements in 1 000 km	= Blank field
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

Table C4

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

Variable	Description	Coding
REF_AREA	**Reporting country**	**= ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**= C4**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	**Frequency**	**= A0**
TRANSPORT_TYPE	**Type of transport**	**= [3 & 4]**
COUNTRY_LOADING	**Country of embarkation**	**= ISO-3166-alpha2 except 'EL' for Greece, "UK" for United Kingdom Code 'XX' for unknown country**
COUNTRY_UNLOADING	**Country of disembarkation**	**= ISO-3166-alpha2 except 'EL' for Greece, "UK" for United Kingdom Code 'XX' for unknown country**
NR_PASSENGERS	Total passenger transport	Numeric integer
PASSENGERS_KM	Total passenger transport in 1 000 passenger-km	= Blank field
TRAIN_KM	Passenger train movements in 1 000 km	= Blank field
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

Table C5

Table C5 covers statistics on passenger train movements.

Variable	Description	Coding
REF_AREA	**Reporting country**	**= ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**= C5**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	**Frequency**	**= A0**
TRANSPORT_TYPE	Type of transport	= _Z
COUNTRY_LOADING	Country of embarkation	= _Z
COUNTRY_UNLOADING	Country of disembarkation	= _Z
NR_PASSENGERS	Total passenger transport	= Blank field
PASSENGERS_KM	Total passenger transport in 1 000 passenger-km	= Blank field
TRAIN_KM	Passenger train movements in 1 000 km	Numeric integer
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

2.3 Annex E

ANNEX E covers statistics on quarterly rail goods and passenger transport. Data are broken down into two tables:

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

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

Data must 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 passenger transport

Variable	Description	Coding	Table
REF_AREA	**Reporting country**	**ISO-3166-alpha2 except 'EL' for Greece**	**E1 & E2**
TABLE_IDENTIFIER	**Table identification**	**E1 & E2**	**E1 & E2**
TIME_PERIOD	**Year and period of the dataset**	**On 7 positions (YYYY-Q1; YYYY-Q2; YYYY-Q3; YYYY-Q4)**	**E1 & E2**
FREQ	**Frequency**	**On 1 position (Q)**	**E1 & E2**
TONNES	Declared value in tonnes	Numeric integer	E1
TONNES_KM	Declared value in 1 000 tkm	Numeric integer	E1
NR_PASSENGERS	Total passenger transport	Numeric integer	E2
PASSENGERS_KM	Total passenger transport in 1 000 passenger-km	Numeric integer	E2
OBS_STATUS	Observation status	List of flags (by default: A)	E1 & E2
CONF_STATUS	Confidentiality status	List of flags (by default: F)	E1 & E2

To ensure uniqueness, the combined values of the key fields (bolded below) must be unique for every record.

Table E1

Table E1 covers quarterly statistics on total goods transported

Variable	Description	Coding
REF_AREA	**Reporting country**	**= ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**= E1**
TIME_PERIOD	**Year and period of the dataset**	**= YYYY-Q1; YYYY-Q2; YYYY-Q3; YYYY-Q4**
FREQ	**Frequency**	**= Q**
TONNES	Declared value in tonnes	Numeric integer
TONNES_KM	Declared value in 1 000 tkm	Numeric integer
NR_PASSENGERS	Total passenger transport	= Blank field
PASSENGERS_KM	Total passenger transport in 1 000 passenger-km	= Blank field
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

Table E2

Table E2 covers quarterly statistics on total passengers transported

Variable	Description	Coding
REF_AREA	**Reporting country**	**= ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**= E2**
TIME_PERIOD	**Year and period of the dataset**	**= YYYY-Q1; YYYY-Q2; YYYY-Q3; YYYY-Q4**
FREQ	**Frequency**	**= Q**
TONNES	Declared value in tonnes	= Blank field
TONNES_KM	Declared value in 1 000 tkm	= Blank field
NR_PASSENGERS	Total passenger transport	Numeric integer
PASSENGERS_KM	Total passenger transport in 1 000 passenger-km	Numeric integer
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

2.4 Annex F

ANNEX F covers regional statistics on goods and passenger 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 need to be supplied for the same undertakings as covered in **ANNEXES A** and **C** (detailed reporting).

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

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

Variable	Description	Coding	Table
REF_AREA	**Reporting country**	**ISO-3166-alpha2 except 'EL' for Greece**	**F1 to F4**
TABLE_IDENTIFIER	**Table identification**	**F1 to F4**	**F1 to F4**
TIME_PERIOD	**Year of the dataset**	**On 4 positions**	**F1 to F4**
FREQ	**Frequency**	**On 1 position (A)**	**F1 to F4**
TRANSPORT_TYPE	**Type of transport**	**=[1]** **=[3, 4]**	**F1 & F3** **F2 & F4**
REGION_LOADING	**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 (except 'EL' and 'UK') +'XX' where the NUTS2 region is unknown** • **Code 'XXXX' for unknown country and unknown NUTS 2 region**	**F1 to F4**
REGION_UNLOADING	**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 (except 'EL' and 'UK') +'XX' where the NUTS2 region is unknown** • **Code 'XXXX' for unknown country and unknown NUTS 2 region**	**F1 to F4**
TONNES	Declared value in tonnes	Numeric integer	F1 & F2
NR_PASSENGERS	Total passenger transport	Numeric integer	F3 & F4
OBS_STATUS	Observation status	List of flags (by default: A)	F1 to F4
CONF_STATUS	Confidentiality status	List of flags (by default: F)	F1 to F4

To ensure uniqueness, the combined values of the key fields (bolded below) must be unique for every record.

Table F1

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

Variable	Description	Coding
REF_AREA	**Reporting country**	**ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**F1**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	Frequency	**= A**
TRANSPORT_TYPE	**Type of transport**	**= 1**
REGION_LOADING	**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 (except 'EL' and 'UK') +'XX' where the NUTS2 region is unknown** • **Code 'XXXX' for unknown country and unknown NUTS2 region**
REGION_UNLOADING	**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 (except 'EL' and 'UK') +'XX' where the NUTS2 region is unknown** • **Code 'XXXX' for unknown country and unknown NUTS2 region**
TONNES	Declared value in tonnes	Numeric integer
NR_PASSENGERS	Total passenger transport	= Blank field
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

Table F2

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

Variable	Description	Coding
REF_AREA	**Reporting country**	**ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**F2**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	Frequency	**= A**
TRANSPORT_TYPE	**Type of transport**	**= [3, 4]**
REGION_LOADING	**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 (except 'EL' and 'UK') +'XX' where the NUTS2 region is unknown** • **Code 'XXXX' for unknown country and unknown NUTS2 region**
REGION_UNLOADING	**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 (except 'EL' and 'UK') +'XX' where the NUTS2 region is unknown Code 'XXXX' for unknown country and unknown NUTS2 region**
TONNES	Declared value in tonnes	Numeric integer
NR_PASSENGERS	Total passenger transport	= Blank field
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

Table F3

Table F3 covers national passengers transport by region of embarkation and region of disembarkation (NUTS 2)

Variable	Description	Coding
REF_AREA	**Reporting country**	**ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**F3**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	Frequency	**= A**
TRANSPORT_TYPE	**Type of transport**	**= 1**
REGION_LOADING	**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 (except 'EL' and 'UK') +'XX' where the NUTS2 region is unknown** • **Code 'XXXX' for unknown country and unknown NUTS2 region**
REGION_UNLOADING	**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 (except 'EL' and 'UK') +'XX' where the NUTS2 region is unknown** • **Code 'XXXX' for unknown country and unknown NUTS2 region**
TONNES	Declared value in tonnes	= Blank field
NR_PASSENGERS	Total passenger transport	Numeric integer
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

Table F4

Table F4 covers international passengers transport by region of embarkation and region of disembarkation

Variable	Description	Coding
REF_AREA	**Reporting country**	**ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**F4**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	Frequency	**= A**
TRANSPORT_TYPE	**Type of transport**	**= [3, 4]**
REGION_LOADING	**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 (except 'EL' and 'UK') +'XX' where the NUTS2 region is unknown** • **Code 'XXXX' for unknown country and unknown NUTS2 region**
REGION_UNLOADING	**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 (except 'EL' and 'UK') +'XX' where the NUTS2 region is unknown** • **Code 'XXXX' for unknown country and unknown NUTS2 region**
TONNES	Declared value in tonnes	= Blank field
NR_PASSENGERS	Total passenger transport	Numeric integer
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

2.5 Annex G

ANNEX G covers statistics on traffic flows on the rail network. Data are broken down into three 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

Variable	Description	Coding	Table
REF_AREA	**Reporting country**	**ISO-3166-alpha2 except 'EL' for Greece**	**G1 to G3**
TABLE_IDENTIFIE	**Table identification**	**G1 to G3**	**G1 to G3**
TIME_PERIOD	**Year of the dataset**	**On 4 positions**	**G1 to G3**
FREQ	**Frequency**	**On 1 position (A)**	**G1 to G3**
NET_SEG	**Network segment**	**On 8 positions** **ISO-3166-alpha2 except 'EL' for Greece + 'S' +** ***indication of direction (1 or 2)*** **+ number on 4 positions**	**G1 to G3**
TEN_SEG	Rail TEN segment	0: NO; 1: YES	G1 to G3
NR_TRAINS	Number of trains	Numeric integer	G1 to G3
OBS_STATUS	Observation status	List of flags (by default: A)	G1 to G3
CONF_STATUS	Confidentiality status	List of flags (by default: F)	G1 to G3

To ensure uniqueness, the combined values of the key fields (bolded below) must be unique for every record.

Table G1

Table G1 covers goods transport, by network segment

Variable	Description	Coding
REF_AREA	**Reporting country**	**ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**G1**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	Frequency	**= A**
NET_SEG	**Network segment**	**ISO-3166-alpha2 except 'EL' for Greece + 'S' +** ***indication of direction (1 or 2)*** **+ number on 4 positions**
TEN_SEG	Rail TEN segment	0: NO; 1: YES
NR_TRAINS	Number of trains	Numeric integer
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

Table G2

Table G2 covers passenger transport, by network segment

Variable	Description	Coding
REF_AREA	**Reporting country**	**ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**G2**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	Frequency	**= A**
NET_SEG	**Network segment**	**ISO-3166-alpha2 except 'EL' for Greece + 'S' + *indication of direction (1 or 2)* + number on 4 positions**
TEN_SEG	Rail TEN segment	0: NO; 1: YES
NR_TRAINS	Number of trains	Numeric integer
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

Table G3

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

Variable	Description	Coding
REF_AREA	**Reporting country**	**ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**G3**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	Frequency	**= A**
NET_SEG	**Network segment**	**ISO-3166-alpha2 except 'EL' for Greece + 'S' + *indication of direction (1 or 2)* + number on 4 positions**
TEN_SEG	Rail TEN segment	0: NO; 1: YES
NR_TRAINS	Number of trains	Numeric integer
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

2.6 Annex L

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

- **Table L1:** Level of transport activity in goods transport (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 L2:** Level of transport activity in passenger transport (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).

Data have to be provided **on annual basis** in two datasets (i.e. in two files) respecting the structure and rules described below.

Structure of Annex L: Statistics on goods and passenger transport

Variable	Description	Coding	Table
REF_AREA	**Reporting country**	**ISO-3166-alpha2 except 'EL' for Greece**	**L1 & L2**
TABLE_IDENTIFIER	**Table identification**	**L1 & L2**	**L1 & L2**
TIME_PERIOD	**Year of the dataset**	**On 4 positions**	**L1 & L2**
FREQ	**Frequency**	**On 1 position (A)**	**L1 & L2**
TONNES	Declared value in tonnes	Numeric integer	L1
TONNES_KM	Declared value in 1 000 tkm	Numeric integer	L1
NR_PASSENGERS	Total passenger transport	Numeric integer	L2
PASSENGERS_KM	Total passenger transport in 1 000 passenger-km	Numeric integer	L2
TRAIN_KM	Goods train movements in 1 000 km	Numeric integer	L1 & L2
OBS_STATUS	Observation status	List of flags (by default: A)	L1 & L2
CONF_STATUS	Confidentiality status	List of flags (by default: F)	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.

Table L1

Table L1 covers goods transport

Variable	Description	Coding
REF_AREA	**Reporting country**	**= ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**= L1**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	**Frequency**	**= A**
TONNES	Declared value in tonnes	Numeric integer
TONNES_KM	Declared value in 1 000 tkm	Numeric integer
NR_PASSENGERS	Total passenger transport	= Blank field
PASSENGERS_KM	Total passenger transport in 1 000 passenger-km	= Blank field
TRAIN_KM	Goods train movements in 1 000 km	Numeric integer
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

Table L2

Table L2 covers passenger transport

Variable	Description	Coding
REF_AREA	**Reporting country**	**= ISO-3166-alpha2 except 'EL' for Greece**
TABLE_IDENTIFIER	**Table identification**	**= L2**
TIME_PERIOD	**Year of the dataset**	**= YYYY**
FREQ	Frequency	**= A**
TONNES	Declared value in tonnes	= Blank field
TONNES_KM	Declared value in 1 000 tkm	= Blank field
NR_PASSENGERS	Total passenger transport	Numeric integer
PASSENGERS_KM	Total passenger transport in 1 000 passenger-km	Numeric integer
TRAIN_KM	Passenger train movements in 1 000 km	Numeric integer
OBS_STATUS	Observation status	List of flags (by default: A)
CONF_STATUS	Confidentiality status	List of flags (by default: F)

3 GENERAL CONCEPTS, DEFINITIONS, CLASSIFICATIONS AND NOMENCLATURES

This paragraph describes all concepts and definitions used in the domain of rail transport statistics. In addition to the definitions and concepts included in **Commission Regulation (EU) 2018/643** of the European Parliament and of the Council on rail transport statistics, the list uses other related methodological definitions and concepts, taken from the Glossary of Transport Statistics (5th edition[1]) – Chapter A. Note that the regulation's definitions override those in the Glossary and/or this manual.

3.1 Scope

The data collection must cover all railways in the EU. Each Member State must report statistics which relate to rail transport on its national territory. To allow for the compilation of national statistics, railway companies operating across multiple Member States must provide data separately for each country to the relevant national authorities.

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

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

A licensed public or private transport operator 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 here.

[1] https://ec.europa.eu/eurostat/web/products-manuals-and-guidelines/-/ks-gq-19-004

METRO

(Also known as 'subway', 'metropolitan railway', 'underground' or 'rapid rail')

An electric rail line mainly for urban transport, with the capacity for heavy volumes of traffic involving very frequent train movements. Metro lines are also characterised by closely spaced stations. Metros are excluded from the scope of this Regulation.

TRAM (STREETCAR)

A railway line mainly installed on and well-integrated into the urban road system. The tramcars are powered either by electricity or diesel engine, particularly for special rail-borne road vehicles. Trams are excluded from the scope of this Regulation.

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. Compared to metros, light rail is more lightly constructed, designed for lower traffic volumes and usually travels at lower speeds. It can be diffcult to pinpoint the exact distinction between light rail and trams; however, trams are generally not separated from road traffic, whereas light rail may be separated from other systems. Light rail is excluded from the scope of this Regulation.

RAIL PASSENGER

Any person, excluding members of the train crew, who makes a trip by rail.

NUMBER OF PASSENGERS

Number of trips by rail passenger, 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.

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 should be taken into account.

WEIGHT

This refers to the quantity of goods in tonnes (1 000 kilograms). The weight to be taken into consideration includes, besides 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. To avoid double-counting, goods transported by multiple railway undertakings should only be weighed once, whenever feasible.

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 should be used. Only the distance within the national territory of the reporting country should be taken into account.

INTERMODAL FREIGHT TRANSPORT

Multimodal transport of goods, within a single intermodal transport unit, by successive modes of transport without handling of the goods themselves when changing modes.

An 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.

NETWORK SEGMENT

Network segments are intermediate between lines and sections of lines for the purposes of the E-Rail census and Annex G (Traffic on the rail network).

The E-Rail census, managed by UNECE, and Annex G managed by Eurostat, are both five-yearly exercises on the measurement of rail traffic flows, for reference years finishing by '0' or '5'. In practice, they are considered as equivalent, and the two international organisations exchange the results.

Only the coverage of E-Rail (UNECE) and/or the TEN-T (Eurostat) network are compulsory, but full coverage of the heavy rail network is encouraged.

If a network segment includes an 'urban node', it should be subdivided into two segments, starting or ending at this urban node.

Border sections should be defined as short as possible (between the border point (see A.I-18.5) and the closest operational point), so the traffic described really is this crossing the border point.

The geographical coordinates of a station correspond to the centre of the passenger building (to be provided in decimal degrees).

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 road and inland waterway transport, transhipments 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 onto another railway vehicle, this is considered as unloading from the first railway vehicle, followed by loading onto 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, regardless of the railway transport operator, is not regarded as disembarkation/embarkation. Whenever another mode of transport is used during a transfer, this is to be regarded as disembarkation from a railway vehicle, followed by a subsequent embarkation onto a railway vehicle.

TEU

(Twenty-foot Equivalent Unit)' means a standard unit based on an ISO container 20 feet in 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 m^3 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 as a special type of container and are therefore 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 in 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 transhipment in rail transport involves the unloading of the goods from its originating wagon and the reloading of the goods onto 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 transhipment.

3.3 Variables to be provided in Annexes A to L

Reporting country

Computer record field reference <**REF_AREA**>

DEFINITION

A reporting country is a Member State of the European Union (EU) or the European Free Trade Association (EFTA) which transmits data to Eurostat. Candidate countries (CC) and other countries reporting rail transport data 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. The list of reporting country codes to be used is available in **Annex 7**.

Table identification

Computer record field reference <**TABLE_IDENTIFIER**>

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	L1	1
L2	L2	1

Time period

Computer record field reference <**TIME_PERIOD**>

DEFINITION

Time period corresponds to the duration of the reference time interval.

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

A year is the time taken by the earth to make one revolution 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

For annual data, the four numerical digits of the year should be used (e.g. 2022, 2023).

For quarterly data, the four numerical digits of the year concatenated with the period code, separated by a dash, should be used. The following period codes should be used:

Code	Label	Dates	Example
Q1	First quarter of a year	(01 January – 31 March)	2022-Q1
Q2	Second quarter of a year	(01 April – 30 June)	2022-Q2
Q3	Third quarter of a year	(01 July – 30 September)	2022-Q3
Q4	Fourth quarter of a year	(01 October – 31 December)	2022-Q4

Frequency

Computer record field reference <**FREQ**>

DEFINITION

Frequency is the number of occurrences of a repeating event per unit of time.

For the purposes of the Regulation, it is quarterly or annual.

CODE TO BE USED

For annual data, the code to be used is: A.

For quarterly data, the code to be used is: Q.

For the quinquennial data (Annex F and G), the code to be used is: A

Observation status

Computer record field reference <**OBS_STATUS**>

DEFINITION

The 'Observation status' code list (CL_OBS_STATUS[2]) gives additional information on the quality of a value or an unusual or missing value

CODES TO BE USED

OBS_STATUS by default for rail data is A = normal value. In exceptional cases, further flags can be reported (explanation to be provided in the national metadata file) as follows:

Code	Description
B	time series break (highest importance)
O	missing value
M	missing value; data cannot exist
L	missing value; data exist but were not collected
D	definition differs
K	data included in another category
W	includes data from another category
E	estimated value
P	provisional value

Confidentiality status

Computer record field reference <**CONF_STATUS**>

DEFINITION

The confidentiality status indicates if data provided are considered confidential by the Member State or not (confidentiality law Regulation (EC) 223/2009, amended by Regulation (EU) 1226/2024.

[2] https://sdmx.org/?page_id=3215

Article 2, Statistical principles

(e) 'statistical confidentiality', meaning the protection of confidential data related to single statistical units which are obtained directly for statistical purposes or indirectly from administrative or other sources and implying the prohibition of use for non-statistical purposes of the data obtained and of their unlawful disclosure;

Article 3, Definitions

7. *confidential data' means data which 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 relevant means that might reasonably be used by a third party to identify the statistical unit.*

Chapter V- Statistical Confidentiality

Article 21, Transmission of confidential data

1. *Transmission of confidential data from an ESS authority, as referred to in Article 4, that collected the data to another ESS authority shall be allowed, provided that the transmission is necessary for the efficient development, production and dissemination of European statistics or for increasing the quality of European statistics. If the data have been transmitted to the Commission (Eurostat), the approval of the NSI or other national authority which provided the data is required.*

2. Transmission of confidential data between an ESS authority that collected the data and an ESCB member shall be allowed, provided that the transmission is necessary for the efficient development, production and dissemination of European statistics or for increasing the quality of European statistics, within the respective spheres of competence of the ESS and the ESCB, and that that necessity has been justified. If the data have been transmitted to the Commission (Eurostat), the approval of the NSI or other national authority which provided the data is required.'

3. *Any further transmission beyond the first transmission shall require the explicit authorisation of the authority that collected the data.*

4. National rules on statistical confidentiality shall not be invoked to prevent the transmission of confidential data under paragraphs 1 and 2 where an act of the European Parliament and of the Council acting in accordance with Article 251 of the Treaty provides for the transmission of such data.

5. Confidential data transmitted in accordance with this Article shall be used exclusively for statistical purposes and only accessible to staff working in statistical activities within their specific domain of work.

6. The provisions on statistical confidentiality provided for in this Regulation shall apply to all confidential data transmitted within the ESS and between the ESS and the ESCB.

18. The exchange of confidential data contributes to enhanced quality of European statistics. The ESS has been working actively on further developing such exchange of data, including by providing for the transmission of confidential data in various sectoral legislation. Those efforts should be pursued. Mutual exchange of confidential data should be allowed both within the ESS and between the ESS and ESCB, where necessary for the efficient development, production and dissemination of European statistics or for increasing the quality of European statistics. Where confidential data have been transmitted to the Commission (Eurostat), the approval of the NSI or other national authority which provided the data should be required.

27. Data lawfully available to the public that remain available to the public pursuant to national or Union law should not be considered confidential when used for statistical purposes or for the dissemination of statistics obtained from such data.

CODES TO BE USED

Code	Description
F	Free for dissemination (default)
C	Confidential statistical information (primary confidentiality) due to identifiable respondents
D	Secondary confidentiality set by the sender, not for publication
N	Data are flagged 'N' (not for publication but not confidential)
X	Confidential data but not considered restricted from dissemination

Note: **Codes N or X should only be used in duly justified cases.**

Weight (Tables A1, A2, A3, A4, A5, A6, E1, F1, 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 reporting countries shall use values in plain tonnes. Eurostat will round the figures to 1 000 tonnes for online and offline publications where needed.

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

Computer record field reference <**TONNES_KM**>

DEFINITION

Tonne-km means the unit of measure of goods transported, 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 compiling the data, the reporting countries shall use values in 1 000 tonne-kilometres. Eurostat will round the figures to million tonne-kilometres for online and offline publications.

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

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

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 but changing 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 reporting countries in the national metadata file.

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

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

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

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 within 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-kms performed on its territory. If this is not available, then the distance charged or estimated should be used.

When compiling data, countries shall use values in 1 000 passenger-kilometres. Eurostat will round the figures to million passenger-kilometres for online and offline publications.

Train movements (Tables A9, C5)

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

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 within 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 of the number of rail vehicles in a train.

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

Computer record field references < **TRANSPORT_TYPE**>.

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 < **TRANSPORT_TYPE**> = 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 < **TRANSPORT_TYPE**> = 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.

Reporting countries should pay attention to traffic recorded at stations located at borders, especially whether any transhipment 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 the first factor for determining the loading or unloading country, even if the station is managed by an operator from another country.

International transport = international incoming + international outgoing

International transport - Outgoing

Computer record field references < **TRANSPORT_TYPE**> = 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 < **TRANSPORT_TYPE**> = 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 < **TRANSPORT_TYPE**> = 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. One example is the transport of goods loaded in Germany and unloaded in Spain that involves transit through France. Consequently, France is the transit country which would therefore declare the transit of goods loaded in Germany and unloaded in Spain.

Type of goods (Table A2)

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

DEFINITION

Any goods moved by rail.

CLASSIFICATION AND CODES TO BE USED

The types of goods reported as being transported by rail are those defined by NST 2007 classification as set out in Regulation (EU) 2018/643, Annex VI, and **Commission Regulation (EC) 1304/2007** amending **Regulation (EC) 91/2003** with respect to the establishment of NST 2007 as the unique classification for transported goods in four transport modes: road, rail, inland waterways and sea (maritime). The legal text is attached in **Annex 6**.

NST 2007 takes account of the economic activity from which the goods originate. This means that each of its items are 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.

NST 2007 is fully consistent with the CPA2008 version. Version 2.1 of CPA entered into force on 1 January 2015. While some sections of the CPA have been aligned to the UN Central Product Classification and its new version 2.1 (commonly referred to as CPC Ver.2.1) and the explanatory notes have been reviewed, the overall characteristics of CPA2008 remain unchanged.

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 and its correspondence to CPA2.1 is available here.

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

Computer record field reference < **COUNTRY_LOADING**>/< **COUNTRY_UNLOADING** >.

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.

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

Computer record field reference < **REGION_LOADING**>/< **REGION_UNLOADING** >.

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 the EU). The version of NUTS to be used should always correspond to the version in use

and no conversion to a previous version is required. For instance, NUTS 2006 is used for 2008 to 2011 data, NUTS 2010 for 2012 to 2014 data, NUTS 2013 for 2015 data and NUTS 2021 for 2020 data. NUTS2024 classification will be used for data for the reference year 2025.

The level of detail is NUTS 2 (basic regions, 4-digits).

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

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

It must be noted, that Regulation (EU) 2018/643 foresees that only when the place of loading or unloading or embarkation or disembarkation is outside the European Economic Area, countries may report only the country. Unknown regions (codes XX) reported for transport between European regions shall only be exceptional.

To identify the NUTS-2 region when the railway station or city is known, the Eurostat 'geoviewer' can be of assistance -https://gisco-services.ec.europa.eu/geoviewer/.

Dangerous Goods (Table A4)

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

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 the 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 VII of **Regulation (EU) 2018/643**. This is reproduced below, together with the codes to be used in the data reporting. The 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
41	Flammable solids
42	Substances liable to spontaneous combustion
43	Substances which, in contact with water, emit flammable gases
51	Oxidising substances
52	Organic peroxides
61	Toxic substances
62	Substances liable to cause infections
7	Radioactive material
8	Corrosives
9	Miscellaneous dangerous substances

Type of consignment (Table A5)

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

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

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

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

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.
- Having an internal volume of 1 m^3 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 units 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

TEU (Tables A7 and A8)

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

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.

Network Segment (Annex G)

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

DEFINITION

Countries should define a set of network segments, which include at least the rail TEN (Trans-European Network) on their national territory. This is defined as follows:

- Geographical coordinates in decimal degrees 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
  - Flag on whether the segment belong to TEN network
  - 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)

Decimal degrees (DD) express latitude and longitude geographic coordinates as decimal fractions and are used in many Geographic Information Systems (GIS), web mapping applications such as Google Maps, and GPS devices.

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.

Data reported for Annex G should refer to RINF as much as possible. The names of the operational starting and ending points (stations) should be exactly the same as in RINF. Logically, so should be the geographical coordinates. The coverage of the full railway network is encouraged (even without information on the traffic flows), especially the railway network NOT under the interoperability directive (EU) 2016/797, in order to better estimate the difference of scopes between Eurostat and ERA, and to harmonise European official figures.

The information on characteristics of the network should be provided to Eurostat together with Annex G data.

CODES TO BE USED

ISO-3166-alpha2 except 'EL' for Greece + '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 coordinates (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 have already been reported does not exist anymore in a subsequent data reporting (for example, it is no longer operational or is split into two 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
ELS10003	INOI	38.32 - 23.60	TITHOREA	38.60 - 22.71
ELS10007	ALEXANDROUPOLIS	40.84 - 25.87	ORMENION	41.72 - 26.21
ELS10008	THESSALONIKI	40.64 - 22.92	IDOMENI	41.12 - 22.51
ELS10009	STRYMON	41.26 - 23.34	PROMACHON	41.37 - 23.36
ELS10011	PALEOPHARSALOS	39.31 - 22.24	KALAMBAKA	39.70 - 21.62
ELS10012	LIANOKLADION	38.89 - 22.37	STYLIS	38.91 - 22.61

Rail transport European Network (Annex G)

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

DEFINITION

The TEN (Trans-European Network) railway line comprises of 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 the 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)

Number of trains (Annex G)

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

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 a train.

3.4 Remarks on methodology

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.

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 cause mistakes in data production, some clarifications are listed below: they are valid for both national transport and 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.

Transit transport

Where data tables are broken down by type of transport (tables A1, A3, A6, A7, A8, F2), the transit transport does not need to be included in the international transport reporting. The transit of freight must, however, 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 E2, C3, C4, F3 and F4 related to international 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'.

TABLE-IDENTIFIER	REF_AREA	TIME_PERIOD	TRANSPORT_TYPE	COUNTRY_LOADING	COUNTRY_UNLOADING	TIME_PERIOD	TONNES	TONNES_KM
A3	XX	A	5	FR	DE	2015	23	503
A3	XX	A	5	CN	CN	2015	3268	487
A3	XX	A	5	JP	JP	2015	50	8
A3	XX	A	5	CN	JP	2015	24	0
A3	XX	A	5	US	TT	2015	22	3
A3	XX	A	5	US	AZ	2015	120	17
A3	YY	A	5	CN	DE	2015	25	17

Fictitious data; AZ – Azerbaijan; 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 is not likely to take place, especially for the first six records shown in the above table. The main reasons for 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 where 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 be carrying goods for the whole length of the journey. This can be a problem for data collection, as these companies are not informed about 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 onto 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 it 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 firstly be 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 always has 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 the transport actually executed. This approach ensures that all transport is covered and provides the actual distance covered, which is the most important information from the Swiss perspective, as these figures are also used to calculate the 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 and 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 the railway company hauling the train on the transit route. They 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 are reorganised on another train in a marshalling yard or pulled by another locomotive.

The following data must be produced:

- ***Italy: international outbound (goods, tonnes and tkm)***
- ***Switzerland: transit (tonnes and tkm)***
- ***Germany: transit (tonnes and tkm)***
- ***Denmark: transit (tonnes and tkm)***

- ***Sweden: international inbound (goods, tonnes and tkm)***

EXAMPLE 6: GOODS CARRIED FROM CHINA TO GERMANY VIA POLAND

For goods transported via Poland with transhipment 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 transhipment 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 on the 'rail waybill' should be ensured.

The 'change of gauge' with changing the boogies of the wagon should not be considered as transhipment.

These goods are on transit through Poland, because there was no change in 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 transhipment is performed at Poland's border but on Czechia territory, goods are considered as being transhipped in Poland (and the transport is reported as national transport by Poland, while it is actually performed in Czechia).

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

Recommendation:

The actual place of transhipment 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 and tkm)***
- ***Czechia: International inbound (goods, tonnes and 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 and tkm)***
   - ***Reporting unloading country: international inbound (goods, tonnes and 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 and tkm)***
   - ***Reporting loading country: national outbound (goods, tonnes and tkm)***

EXAMPLE 9: CHANGES OF LOCOMOTIVE

Identifying the country of loading (or unloading) by taking into consideration the last transhipment of the goods is a good approach as long as transhipment 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 transhipment but it is not compulsory).

The following example highlights this situation:

Goods are loaded by an undertaking U1 in Slovenia. For transport to Spain, the goods will go through Italy and France. The goods leave Slovenia with undertaking U1 and are transhipped (including a change in the wagons) in Slovenia before entering Italy. At this stage, the goods are carried by another undertaking U2 operating in Italy: this operator carries the goods until Ventimiglia, where a change of undertaking (from U2 to U3) takes place, including a change of locomotive (no transhipment of the goods, neither change in the wagons). The goods then leave Italy with undertaking U3 operating in France and undertaking U4 carries them from Irun onwards. The 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 the definition for the starting and ending points of a transport of goods, the transhipment country with a change of 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

Conversely, considering the definition of the starting and ending points of a transport of goods, the transhipment country with a change of wagon or 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 in the first scenario is that national companies providing the information to the reporting countries may not know the actual loading place, unloading place and transhipment place (including a change of wagon) 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 transhipment.

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 and tkm performed on its own territory.

The following data must be produced:

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

EXAMPLE OF THE DATA TRANSMISSION FOR ANNEX F

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

In such a case, one single train is going from Sofia to Varna while accomplishing three different transports. Consequently, there must be at least three 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.

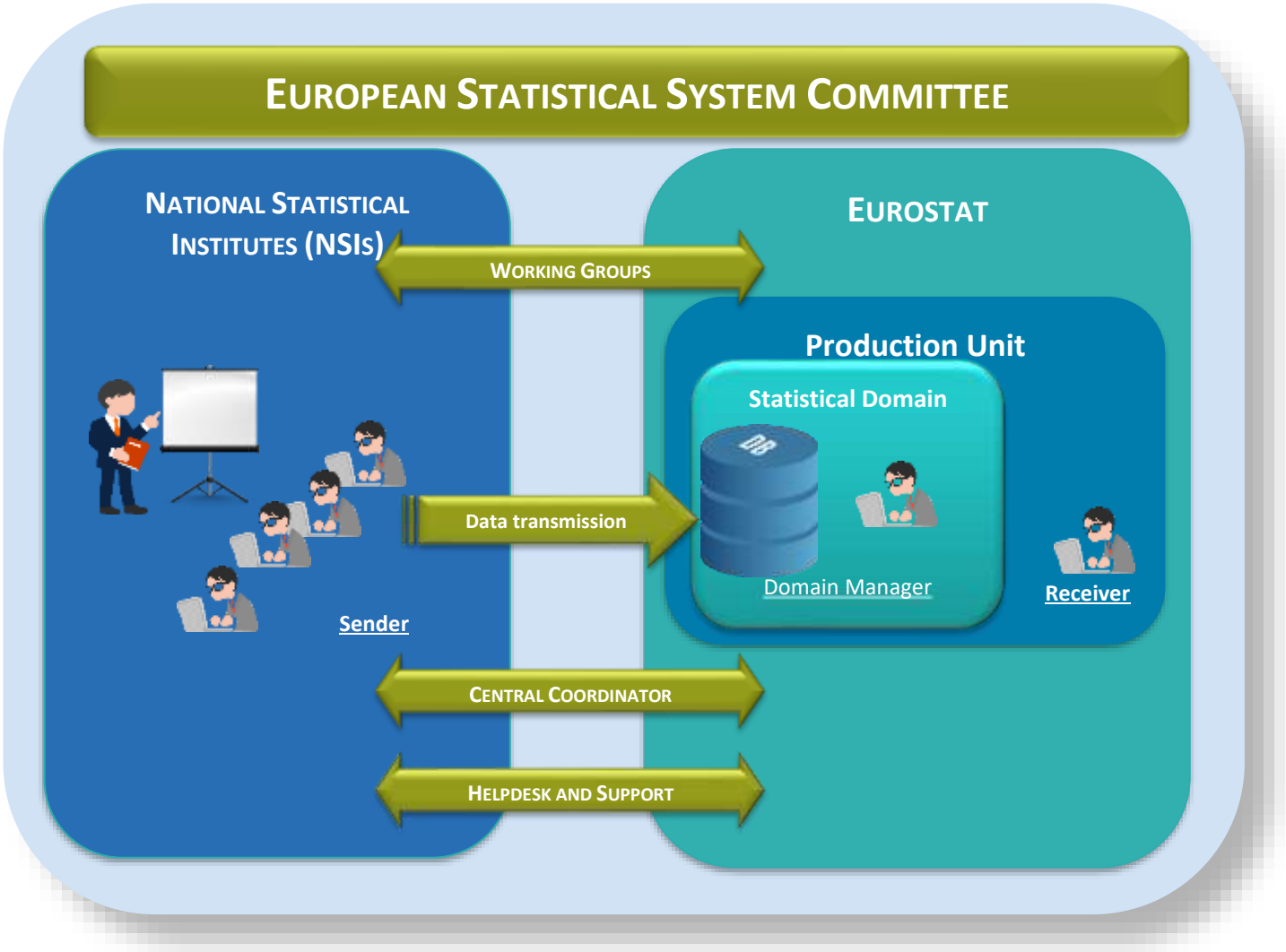
Recommendation:

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

PART II: DESCRIPTION OF THE DATA TREATMENT PROCESS

1 INTRODUCTION

At the heart of the European Statistical System (ESS) is **the European Statistical System Committee** (ESSC), which is chaired by **Eurostat** and brings together the heads of Member States' **National Statistical Institutes** (NSIs) and EFTA countries (Iceland, Liechtenstein, Norway and Switzerland) as well as the EFTA Statistical Office. The ESSC discusses the most important joint actions and programmes to be carried out to meet EU information requirements. It agrees on a five-year programme, which is implemented by the national authorities and monitored by the **Production Units** of Eurostat.



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

In each NSI, 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 has been using IT tools since the implementation of the rail statistics' Regulation began. The main reasons for this approach are as follows:

- quality of the data are 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 for the reporting countries 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 helps to both clarify the Regulation's text and the proposed data transmission structure.

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 'TABLE_IDENTIFIER' 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. The current proposal details file structures for all Annexes.

There is one exception for Annex L. For this annex, tables L1 and L2 should be provided as separate datasets (i.e. one file for L1 and one file for L2).

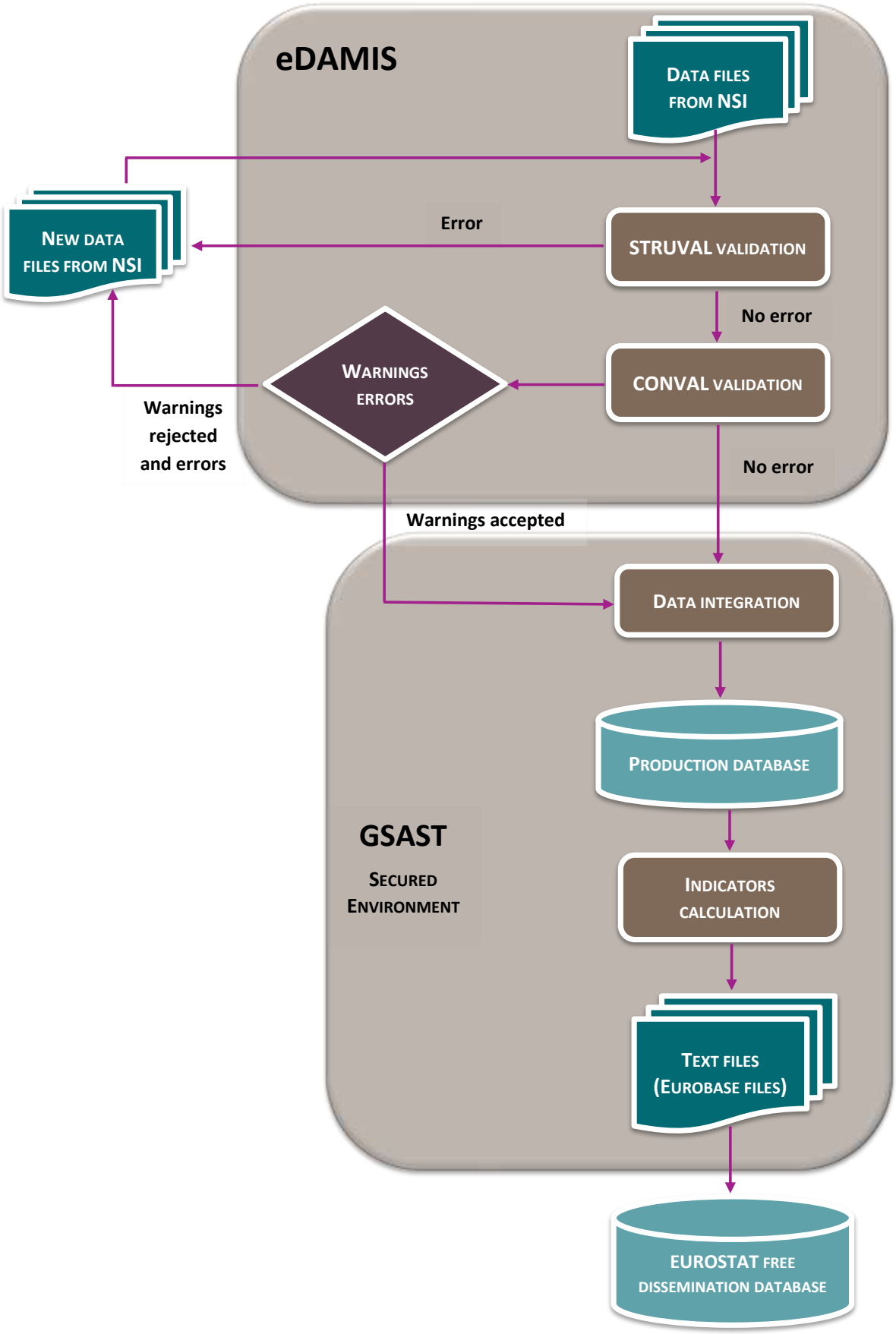
National data providers must send data to Eurostat via EDAMIS. This ensures that data are transmitted securely. The common validation architecture can support data in CSV and SDMX-ML formats. Once they arrive in Eurostat, the data are automatically forwarded to the common validation workflow. By clicking the Pre-validation button in EDAMIS, data providers can validate their dataset transmissions ahead of an official transmission and receive a validation report. Data providers do not need to install any tools.

Both structural validation (validation of the structure of the file, e.g. the formats and codes used) and content validation (e.g. consistency checks within a table) are offered.

The validation process generates a single validation report, which is provided via EDAMIS for download. Structural validation (STRUVAL) is performed first, followed by content validation (CONVAL) if STRUVAL is successful.

The IT systems for processing the data for all modes of transport are developed in GSAST (General Structure Analysis System for Transport). The overall purpose of GSAST is the integration of Eurostat transport statistics into one single, standard and comprehensive production environment and tool (storage, validation, reporting and analysis). As the rail transport IT system is processing confidential statistical data, the rail module of GSAST has been implemented in Eurostat's secured IT environment.

The diagram presented on the next page describes the transmission, validation and production processes for rail transport statistics.


eDAMIS
DATA FILES FROM NSI
NEW DATA FILES FROM NSI
Error
STRUVAL VALIDATION
No error
WARNINGS ERRORS
CONVAL VALIDATION
Warnings rejected and errors
No error
Warnings accepted
DATA INTEGRATION
PRODUCTION DATABASE
GSAST
SECURED ENVIRONMENT
INDICATORS CALCULATION
TEXT FILES (EUROBASE FILES)
EUROSTAT FREE DISSEMINATION DATABASE

2 DATA TRANSMISSION

2.1 Deadline for data transmission

According to **Regulation (EU) 2018/643**, the deadline for transmitting 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	June 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. Most importantly, well-organised systems are key to successful cooperation among 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 to clearly identify 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.

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

A separate file has to be transmitted for each respective quarter.

The following file naming convention is required:

« RAIL_Annex_Frequency_Country_Year_Period_Version.format » where:

RAIL	For Rail transport data
Annex	A, C, E, F, G, L1 and L2
Frequency	'A' for Annual 'Q' for Quarterly '5' for Quinquennial
Country	Reporting country: use ISO-3166-alpha2 except 'EL' for Greece
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. (Note that the datafile should only receive a new version once the data of a previous official data transmission is corrected or updated)
format	File format: (CSV for Comma Separated Value, XML for SDMX-ML file)

Example:

The file 'RAIL_E_Q_FR_2022_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 2022.

2.3 Structure of files

The new IT architecture, which is based on the SDMX standard, supports two data file formats that can be transmitted: CSV and SDMX-ML.

Structure of CSV files

The first line of each CSV file should contain a header with the names of the concepts used. ";" should be used as a field separator in the CSV files. The structure of each dataset is described below.

Annex A

Header:

REF_AREA;TABLE_IDENTIFIER;TIME_PERIOD;FREQ;TRANSPORT_TYPE;GOODS;DANGEROUS_GOODS;COUNTRY_LOADING;COUNTRY_UNLOADING;CONSGMT_TYPE;TRANSPORT_TYPE_UNIT;TONNES;TONNES_KM;NR_ITU;TEU_ITU;TRAIN_KM;OBS_STATUS;CONF_STATUS

Examples of records

ES;A1;2018;A;0;_Z;_Z;_Z;_Z;_Z;_Z;5;11;;;;A;F
ES;A2;2018;A;_Z;01;_Z;_Z;_Z;_Z;_Z;6;12;;;;A;C
ES;A3;2018;A;3;_Z;_Z;ES;FR;_Z;_Z;7;13;;;;A;F
ES;A4;2018;A;_Z;_Z;1;_Z;_Z;_Z;_Z;8;14;;;;A;F
ES;A5;2018;A;_Z;_Z;_Z;_Z;_Z;_Z;1;_Z;9;15;;;;A;F
ES;A6;2018;A;0;_Z;_Z;_Z;_Z;_Z;_Z;1;10;16;;;;A;F
ES;A7;2018;A;0;_Z;_Z;_Z;_Z;_Z;_Z;1;;;17;19;;A;F
ES;A8;2018;A;0;_Z;_Z;_Z;_Z;_Z;_Z;1;;;18;20;;A;F
ES;A9;2018;A;_Z;_Z;_Z;_Z;_Z;_Z;_Z;_Z;;;;;21;A;F

Annex C

Header:

REF_AREA;TABLE_IDENTIFIER;TIME_PERIOD;FREQ;TRANSPORT_TYPE;COUNTRY_LOADING;COUNTRY_UNLOADING;NR_PASSENGERS;PASSENGERS_KM;TRAIN_KM;OBS_STATUS;CONF_STATUS

Examples of records

ES;C3;2018;A;1;_Z;_Z;595114067;27659680;;A;F
ES;C3;2018;A;2;_Z;_Z;1029365;657348;;A;F
ES;C4;2018;A;3;ES;FR;431171;294567;;;A;F
ES;C4;2018;A;3;ES;PT;93524;35078;;;A;F
ES;C4;2018;A;4;FR;ES;416403;293397;;;A;F
ES;C4;2018;A;4;PT;ES;88267;34306;;;A;F
ES;C5;2018;A;_Z;_Z;_Z;;;183347;A;F

Annex E

Header:

REF_AREA;TABLE_IDENTIFIER;TIME_PERIOD;FREQ;TONNES;TONNES_KM;NR_PASSENGERS;PASSENGERS_KM;OBS_STATUS;CONF_STATUS

Examples of records

SI;E1;2019-Q1;Q;4979411;1204538;;;A;F
SI;E2;2019-Q1;Q;;;3276957;140391;A;F

Annex F

Header:

REF_AREA;TABLE_IDENTIFIER;TIME_PERIOD;FREQ;TRANSPORT_TYPE;REGION_LOADING;REGION_UNLOADING;TONNES;NR_PASSENGERS;OBS_STATUS;CONF_STATUS

Examples of records

SI;F1;2015;A;1;SI03;SI04;113197;;A;F
SI;F2;2015;A;3;SI03;SK02;290;;A;F

Annex G

Header:

REF_AREA;TABLE_IDENTIFIER;TIME_PERIOD;FREQ;NET_SEG;TEN_SEG;NR_TRAINS;OBS_STATUS;CONF_STATUS

Examples of records

DK;G1;2020;A;DKS10012;1;1672;A;F
DK;G1;2020;A;DKS20012;1;1672;A;F

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.

Table L1

Header:

REF_AREA;TABLE_IDENTIFIER;TIME_PERIOD;FREQ;TONNES;TONNES_KM;NR_PASSENGERS;PASSENGERS_KM;TRAIN_KM;OBS_STATUS;CONF_STATUS

Example of records

SI;L1;2018;A;2961670;761743;;;1565;A;F

Table L2

Header:

REF_AREA;TABLE_IDENTIFIER;TIME_PERIOD;FREQ;TONNES;TONNES_KM;NR_PASSENGERS;PASSENGERS_KM;TRAIN_KM;OBS_STATUS;CONF_STATUS

Example of records

ES;L2;2018;A;;;5768996;103436;2607;A;F

Structure of SDMX-ML files

The second format for data transmission is the SDMX-ML format, which was developed under the SDMX standard (see www.sdmx.org for more information). Apart from data exchange, it supports validation (code and format) of data files before transmission to Eurostat.

For the latest version of the data structure for rail datasets, consult the SDMX Registry. On the homepage of the Registry, use the search window on the top right corner to look for RAIL. Once the results of the search appear, look for the DSDs (column 'Type' on the main window) and choose their latest version. Alternatively, after getting the results of the search, it is possible to locate the DSDs for RAIL faster, by selecting 'Data structures' in the artefacts list on the left side of the interface.

Detailed instructions on usage of standard software to convert CSV formatted files into SDMX-ML and on finding ways of generating SDMX-ML formatted files directly from internal database management systems are available through the following link: https://ec.europa.eu/eurostat/web/sdmx-infospace/welcome

Declaration of totals and zero

Countries should report data on all the positions of the dimensions (totals and zero records).

However, the international freight and passenger transports (Tables A3 and C4 as well as Annexes F and G) are an exception as 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

General information

EDAMIS is the 'single-entry point' for data exchange between NSIs, ONAs and Eurostat allowing the monitoring of data exchange and the management of users.

EDAMIS informs users having Provider rights (senders) about the transfer of their data files, as well as users having Consumer rights (receivers) about the delivery of the files.

When data providers (senders) transmit data, they receive two kinds of notifications:

- An acknowledgement that a file has been transferred.
- A 'feedback delivery' notification on the results of STRUVAL and/or CONVAL (validation report)

In the same way, users having Consumer rights (receivers) in a dataset receive a mail:

- When a data file has been delivered to their organisation.
- When a validation report is sent (feedback delivery).

Upon transmission, data providers receive information on validation errors to be corrected. EDAMIS, in this case, provides a validation report (feedback delivery), which informs about the status of the file transmitted (successfully passed validation or not).

Double authentication to log in to EDAMIS

Access to the EDAMIS environment requires a 2-Factor Authentication (EU Login and the use of a private device). The use of 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 **to EDAMIS Production as of January 2023**.

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

If you have any specific questions about EDAMIS, please contact either your national transmission coordinator or the EDAMIS support team: ESTAT-SUPPORT-EDAMIS@ec.europa.eu

Pre-validation in EDAMIS

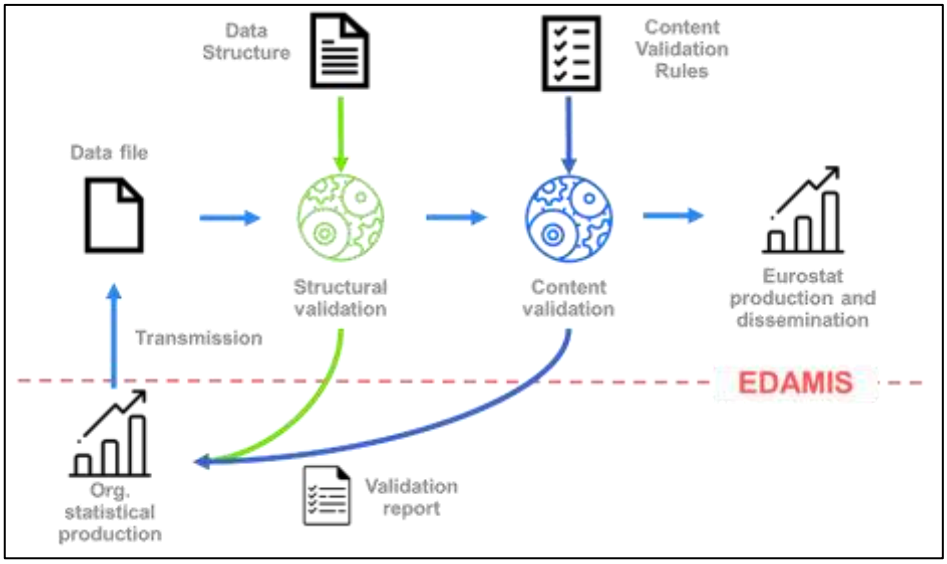
The EDAMIS pre-validation service is enabled for all rail datasets. As of May 2023, pre-validation was transferred to the EDAMIS Production environment, where a pre-validation button has to be ticked. This feature is available to data providers who would like to validate their dataset transmissions ahead of official transmissions. The pre-validation is optional and not linked to official transmissions. The service offers data providers the same validation rules as for official transmissions. All pre-validation transmissions are automatically deleted from Eurostat's systems after three days. The data will be neither be further transmitted and processed nor published, so it is a very easy way to test the data file prior to official transmission and validation.

STRUVAL/CONVAL

STRUVAL (Structural Validation) is a tool that can check the format and structure of the incoming data files (number of fields, presence of mandatory fields and use of correct code lists as defined by the Data Structure Definition (DSD)).

CONVAL (Content Validation) is based on validation rules and is a tool performing checks on the content of the received data (e.g. aggregation checks, consistency of data, etc.). The CONVAL tool can only perform intra-dataset checks but no consistency checks between different datasets.

More detailed information on STRUVAL and CONVAL is available in the Validation user guide which can be found under this **link.** The validation rules implemented in CONVAL for rail transport are listed in paragraph 3.



Double validation process through EDAMIS

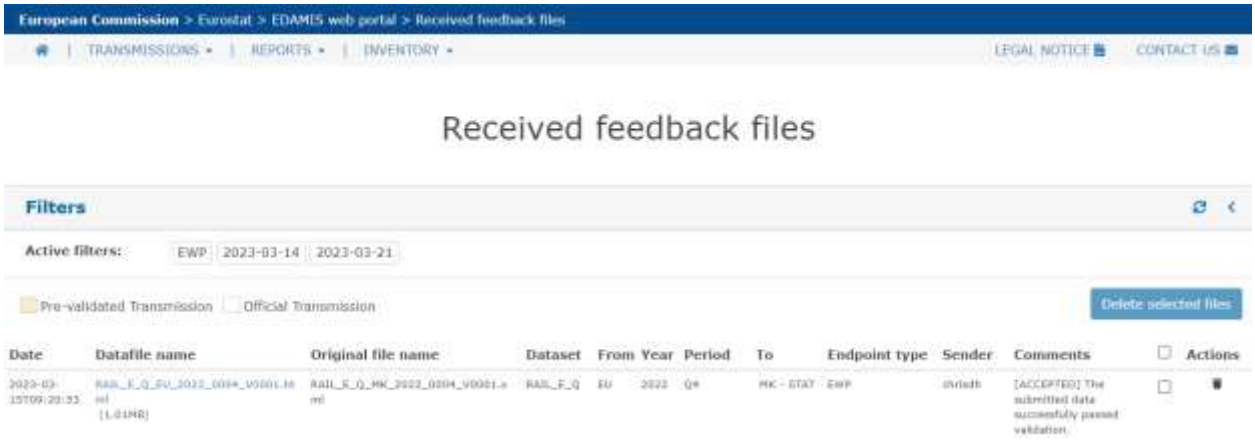
For rail transport, three types of validation level are defined: **Error, Warning and Info**. In CONVAL, the severity level can be set to one of the three types for every validation rule separately. In STRUVAL, the severity level is always set to Error.

Report metrics	Outcome
ERROR > 0	Automatic rejection *(not forwarded to Eurostat production)*
ERROR = 0 WARNING > 0	WARNING, file reviewed manually by Domain Manager *(forwarded to Eurostat production if Domain Manager accepts the warnings, rejected otherwise)*
ERROR = 0 WARNING = 0 INFO > 0	Automatically accepted – validation report contains INFO-level failures *(forwarded to Eurostat production)*
ERROR = 0 WARNING = 0 INFO = 0	Automatically accepted *(forwarded to Eurostat production)*

Error severity levels on EDAMIS

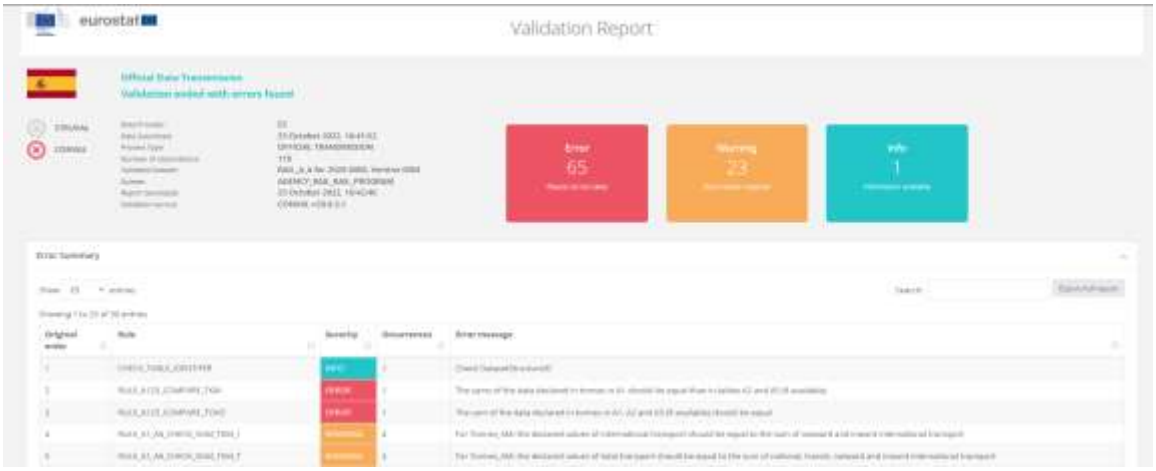
Retrieval of the validation report

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.



EDAMIS feedback file

The feedback in html provides the file transmission metadata and describes the number and type of errors identified.



Feedback file in html format

The detailed records can be displayed by clicking on each line indicating an error. An Excel file listing all errors can be obtained b clicking on 'Export full report'.

More information

For more information and training / support material for EDAMIS, the links below can be consulted.

- A general presentation of EDAMIS, along with links to available training material is available on the following page: https://cros.ec.europa.eu/book-page/edamis-4-short-user-guide
- Tutorial videos on how to transmit files via EDAMIS can be found at the following link: https://cros.ec.europa.eu/book-page/edamis-explanatory-videos
- The EDAMIS Web Portal EDAMIS Web Portal (eWP) is accessible at: https://webgate.ec.europa.eu/edamis4/
- The national Transmission Coordinators (TCOs) can provide support to users at national level. The list of National Transmission Coordinators can be found here: https://webgate.ec.europa.eu/fpfis/wikis/display/EDAMIS4MIG/National+Transmission+Coordinators
- Eurostat Support can be contacted at the following address: ESTAT-DATA-METADATA-SERVICES@ec.europa.eu

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.**

Consequently, this process means that 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

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

The rules that are implemented in CONVAL trigger different types of error: Warnings (W) or Errors (E). In case of errors, the data processing is rejected and the countries are asked to re-transmit corrected data files. In case of Warnings, the Eurostat domain manager manually reviews the issues detected and decides to accept the data transmission or not. If the data transmission is not accepted, the process is stopped and countries receive an error message asking them to correct the errors and re-transmit their files.

An Info message is triggered for all rail datasets in the case a country is reporting 'X' or 'N' under CONF_STATUS – 'Data is flagged N (not for publication but not confidential) or X (confidential data but not restricted from dissemination). Please note that these flags should only be used in duly justified cases'.

The validation rules implemented in STRUVAL trigger only Errors.

3.1 Data validation during data transmission (validation levels 0 and 1)

The following checks are implemented to ensure that for any individual dataset and country the data are coherent and of a good quality and the expected datasets are complete.

Various checks are applied during the data transmission process via EDAMIS (STRUVAL/CONVAL) on:

- The file format (Error)

- Consistency between the name and the content of the file (Error)
- Codes (Error)
- Duplicate records (Error)
- Missing obligatory values (Error or warning)
- Values (Error or Warning)
- All positions of various dimensions (TRANSPORT_TYPE, GOODS, DANGEROUS_GOODS, CONSGMT_TYPE, TRANSPORT_TYPE_UNIT) are provided (Error)

The following checks are applied in CONVAL:

Rule No	Description	Error type
Table A1		
8	When TONNES = 0, TONNES_KM should be equal to 0	E
9	When TONNES >= 100 TONNES_KM should be greater or equal to 0	E
10 + 11	For tonnes and TONNES_KM, the declared value of total international transport ('2') should be equal to the sum of values declared in tonnes and TONNES_KM for outward international transport ('3') and inward international transport ('4')	W
	For tonnes and TONNES_KM, the declared value of total transport ('0') should be equal to the sum of the values declared in tonnes and TONNES_KM for national ('1'), outward international transport ('3'), inward international transport ('4') and transit ('5')	
Table A2		
8	When TONNES = 0, TONNES_KM should be equal to 0	E
9	When TONNES >= 100 TONNES_KM should be greater or equal to 0	E
Table A3		
8	When TONNES = 0, TONNES_KM should be equal to 0	E
9	When TONNES >= 100 TONNES_KM should be greater or equal to 0	E
12	No national transport for TONNES and TONNES_KM ('COUNTRY_LOADING'≠ 'REF_AREA' and 'COUNTRY_UNLOADING'≠ 'REF_AREA')	E
14	If 'TRANSPORT_TYPE'='3' then ' COUNTRY_UNLOADING ' ≠(COUNTRY_LOADING'='REF_AREA')	E
15	If 'TRANSPORT_TYPE'='4' then ' COUNTRY_LOADING ' ≠(' COUNTRY_UNLOADING '='REF_AREA')	E
26	In Table A3, if 'TRANSPORT_TYPE'='5' then 'REF_AREA'≠' COUNTRY_LOADING' and 'REF_AREA'≠' COUNTRY_UNLOADING'	E
Table A4		
8	When TONNES = 0, TONNES_KM should be equal to 0	E
9	When TONNES >= 100 TONNES_KM should be greater or equal to 0	E
Table A5		
8	When TONNES = 0, TONNES_KM should be equal to 0	E
9	When TONNES >= 100 TONNES_KM should be greater or equal to 0	E
Table A6		
8	When TONNES = 0, TONNES_KM should be equal to 0	E
9	When TONNES >= 100 TONNES_KM should be greater or equal to 0	E
12 + 91	In table A6, for TONNES and TONNES_KM, the declared value of total international transport ('2') should be equal to the sum of values declared in TONNES and TONNES_KM for outward international transport ('3') and inward international transport ('4')	W
	In Table A6, for TONNES and TONNES_KM, the declared value of total transport ('0') should be equal to the sum of the values declared in TONNES and TONNES_KM for national ('1'), outward international transport ('3'), inward international transport ('4') and transit ('5')	
Table A7		
11 + 12	In Table A7, for NR_ITU and TEU_ITU, the declared value of total international transport ('2') should be equal to the sum of the values declared in NR_ITU and TEU_ITU for outward international transport ('3') and inward international transport ('4')	W
	In Table A7, for NR_ITU and TEU_ITU, the declared value of total transport ('0') should be equal to the sum of the values declared in NR_ITU and TEU_ITU for national ('1'), outward international transport ('3'), inward international transport ('4'), and transit ('5')	

13	TRANSPORT_TYPE_UNIT = 1, then TEU_ITU cannot be an empty field When TRANSPORT_TYPE_UNIT = 2, 3 or 9 then TEU_ITU should remain empty.	
Table A8		
11 + 12	In Table A8, for NR_ITU and TEU_ITU, the declared value of total international transport ('2') should be equal to the sum of the values declared in NR_ITU and TEU_ITU for outward international transport ('3') and inward international transport ('4')	W
	In Table A8, for NR_ITU and TEU_ITU, the declared value of total transport ('0') should be equal to the sum of the values declared in NR_ITU and TEU_ITU for national ('1'), outward international transport ('3'), inward international transport ('4') and transit ('5')	
13	TRANSPORT_TYPE_UNIT = 1, then TEU_ITU cannot be an empty field When TRANSPORT_TYPE_UNIT = 2, 3 or 9 then TEU_ITU should remain empty.	
Table A9		
	TRAIN_KM cannot be 0	E
Table C3		
8	When NR_PASSENGERS = 0 PASSENGERS_KM should be equal to 0	E
9	When NR_PASSENGERS >= 100 PASSENGERS_KM should be greater or equal to 0	E
Table C4		
12	In table C4, no national transport for Pass ('COUNTRY_LOADING'≠ 'REF_AREA' and 'COUNTRY_UNLOADING'≠ 'REF_AREA')	E
13	In Table C4, if 'TRANSPORT_TYPE'='3' then ' COUNTRY_UNLOADING ' ≠('COUNTRY_LOADING '='REF_AREA')	E
14	In Table C4, if 'TRANSPORT_TYPE'='4' then ' COUNTRY_LOADING ' ≠('COUNTRY_UNLOADING '='REF_AREA')	E
Table C5		
112	TRAIN_KM cannot be 0	W
Table E1		
8	When TONNES = 0, TONNES_KM should be equal to 0	E
9	When TONNES >= 100 TONNES_KM should be greater or equal to 0	E
Table E2		
8	When NR_PASSENGERS = 0 PASSENGERS_KM should be equal to 0	E
9	When NR_PASSENGERS >= 100 PASSENGERS_KM should be greater or equal to 0	E
Table F1		
12	'TRANSPORT_TYPE'=1 and left('REGION_LOADING',2)'= left('REGION_UNLOADING',2)='REF_AREA' i.e. both loading and unloading region need to be located in the reporting country	E
	NUTS 1 code reported and tolerated but NUTS 2 expected (only in duly justified cases)	W
Table F2		
11	if 'TRANSPORT_TYPE'='3' then left(' REGION_UNLOADING ',2)≠(left(' REGION_LOADING',2)'='REF_AREA')	E
12	if 'TRANSPORT_TYPE'='4' then left(' REGION_LOADING ',2)≠(left('REGION_UNLOADING ',2)='REF_AREA')	E
	NUTS 1 code reported and tolerated but NUTS 2 expected (only in duly justified cases)	W
Table F3		
12	'TRANSPORT_TYPE'=1 and left(' REGION_LOADING',2)'= left(' REGION_UNLOADING ',2)='REF_AREA'	E

	NUTS 1 code reported and tolerated but NUTS 2 expected (only in duly justified cases)	W
Table F4		
11	if 'TRANSPORT_TYPE'='3' then left(' REGION_UNLOADING ',2)≠(left(' REGION_LOADING',2)'='REF_AREA')	E
12	if 'TRANSPORT_TYPE'='4' then left(' REGION_LOADING ',2)≠(left(' REGION_UNLOADING ',2)='REF_AREA')	E
	NUTS 1 code reported and tolerated but NUTS 2 expected (only in duly justified cases)	W
Table G1		
8	For each segment, both directions need to be reported.	E
12	The TEN_SEG attribute should be consistent for all segment codes in Table G1.	E
Table G2		
8	For each segment, both directions need to be reported.	E
12	The TEN_SEG attribute should be consistent for all segment codes in Table G2.	E
Table G3		
8	For each segment, both directions need to be reported.	E
11	The TEN_SEG attribute should be consistent for all segment codes in Table G3.	E
Table L1		
8	When TONNES = 0, TONNES_KM should be equal to 0	E
9	When TONNES >= 100 TONNES_KM should be greater or equal to 0	E
Table L2		
7	When NR_PASSENGERS = 0 PASSENGERS_KM should be equal to 0	E
8	When NR_PASSENGERS >= 100 PASSENGERS_KM should be greater or equal to 0	E

The following intra-dataset checks are also performed in CONVAL:

Rule No	Description	Error type
Table A1-A2-A5		
12A1 & 10A2 & 10A5	The sums of the data declared in TONNES and TONNES_KM in tables A1 and A2 (and A5 if available) should be equal	W
Table A1-A3		
15A1 & 16A3	The value declared in Table A1 in TONNES and TONNES_KM for 'international transport – outward' should be equal to the sum of the data declared in TONNES and TONNES_KM for COUNTRY_LOADING=REF_AREA in table A3	W
16A1 & 17A3	The value declared in Table A1 in TONNES and TONNES_KM for 'international transport – inward' should be equal to the sum of the data declared in TONNES and TONNES_KM for COUNTRY_UNLOADING =REF_AREA in table A3	W
17A1 & 18A3	The value declared in Table A1 in TONNES and TONNES_KM for 'transit transport' should be equal to the sum of the data declared in TONNES and TONNES_KM for 'COUNTRY_LOADING' ≠ 'REF_AREA' and 'COUNTRY_UNLOADING' ≠ 'REF_AREA' in table A3	W
Table A1-A2-A5-A6		
11A6	The sums of the data declared in TONNES and TONNES_KM in A6 should be less than data in tables A1, A2 (and A5 if available)	W
Table C3-C4		
10C3 & 11C4	In Table C3, the value declared in pass for total international transport ('2') should be equal to the sum of the data declared in NR_PASSENGERS in Table C4 ('3'+ '4')	W

3.2 Inter dataset checks (validation level 2)

The Inter-dataset checks test the quality of the relationships between different datasets for the same year. For this kind of test, it is necessary to define the level of aggregation on which the different datasets are comparable and then at which level of aggregation the data will be compared. In this context aggregation means the sum of the various groups in a dimension. The tables below describe the comparison between datasets.

The checks consist in comparing the values from two different datasets and highlighting the most important discrepancies.

The following checks are implemented:

Rule No	Description	Error type
Table A1-E1		
14A1	The value declared in Table A1 in TONNES and TONNES_KM 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
Table C3-E2		
14C3	The value declared in Table A1 in NR_PASSENGERS and PASSENGER_KM should be close to the sum of the 4 quarterly values declared in table E2 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
Table F1-A1		
13F1	The sum of values declared in Table F1 in TONNES should be equal to the value declared in Table A1 (national)	W
Table F2-A3		
13F2	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-C3		
13F3	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-C4		
13F4	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
Table G1-G2-G3		
11G1 & 11G2 & 11G3	The TEN_SEG attributes should be equivalent for all segments of Table G1, G2 and Table G3 (if available).	W

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 particularly 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 were 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:

		Thresholds			
Datasets	**Units**	**[0; 30[**	**[30; 300[**	**[300; 2200[**	**[2200; MAX]**
A1-L1-A2-A3-A4-E1	THOUSAND TONNES	500%		75%	30%
A5	THOUSAND TONNES	100%			
A6	THOUSAND TONNES	600%		140%	45%
Datasets	**Units**	**[0; 15[**	**[15; 90[**	**[90; 650[**	**[650; MAX]**
A1-L1-A2-A3-A4-E1	MILLION TKM	500%		90%	40%
A5	MILLION TKM	75%			
A6	MILLION 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-L1-L2	TRAIN-KM	300%		15%	10%
Datasets	**Units**	**[0; 3[**	**[3; 30[**	**[30; 2000[**	**[2000; MAX]**
C3-C4-E2-L2	THOUSAND PASSENGERS	300%		75%	40%
Datasets	**Units**	[0; **500[**	[500; 2000[	[2000; **6000[**	[**6000**; MAX]
C3-C4-E2-L2	MILLION PKM	300%		10%	

3.3 Mirror checks

An additional data quality analysis uses mirror statistic techniques, enabling data provided by two reporting countries to be compared, 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 (NUTS 2) level every five years using data from Tables F2 and F4.

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 1 000 tonnes/1 000 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 XtGermany(Belgium)
  - Belgium as incoming transport from Germany and noted MtBelgium(Germany)
- The volume of goods exported from Belgium to Germany during year t is declared by:
  - Germany as incoming transport from Belgium and noted MtGermany(Belgium)
  - Belgium as outgoing transport to Germany and noted XtBelgium(Germany)

Theoretically, these declarations should verify the following relations:

$$X^{t}_{Germany}(Belgium) = M^{t}_{Belgium}(Germany)$$

$$M^{t}_{Germany}(Belgium) = X^{t}_{Belgium}(Germany)$$

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:

$$d\%_{Germany \to Belgium} = \frac{X^{t}_{Germany}(Belgium) - M^{t}_{Belgium}(Germany)}{X^{t}_{Germany}(Belgium)} \times 100$$

And

$$d\%_{Belgium \to Germany} = \frac{X^{t}_{Belgium}(Germany) - M^{t}_{Germany}(Belgium)}{X^{t}_{Belgium}(Germany)} \times 100$$

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).

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 1 000 tonnes/1 000 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. A report is developed comparing common regional flows between two countries. These mirror checks on regional level are performed every 5-years using data from Tables F2 and F4.

PART III: DISSEMINATION OF DATA BY EUROSTAT

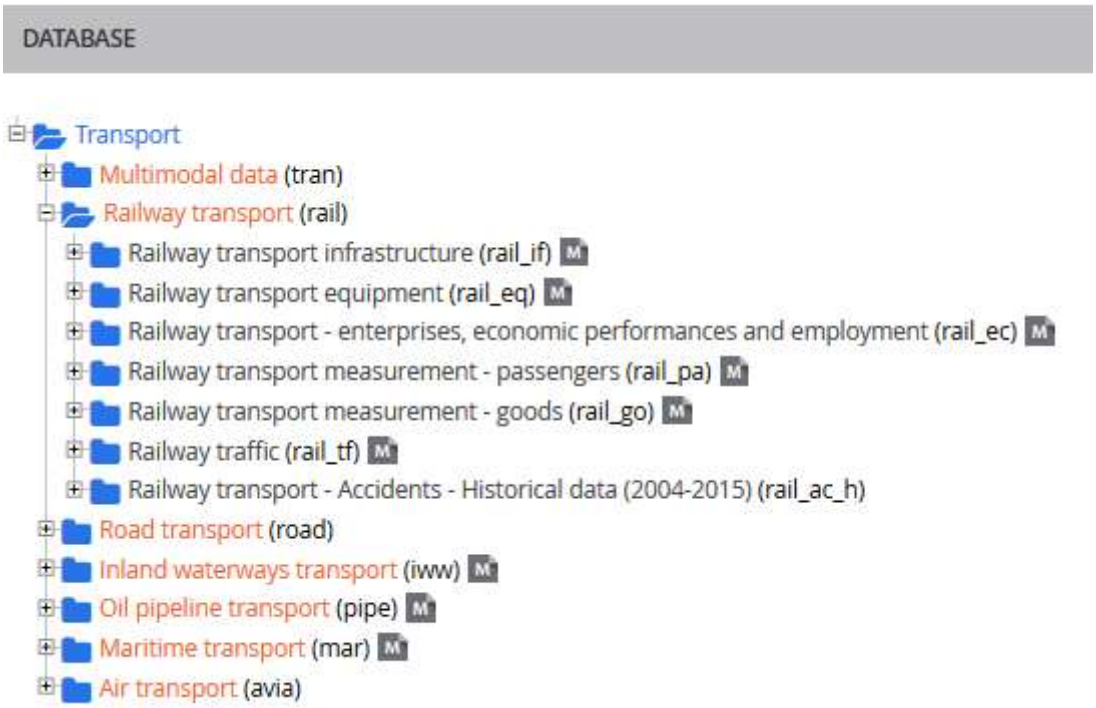
1 EUROSTAT DISSEMINATION DATABASE

1.1 Overview

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

https://ec.europa.eu/eurostat/web/transport/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 in the sub-folder 'Historical Data (1982-2002)' in the node 'Railway transport measurement – goods (rail_go)'.

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.

The rail transport tables disseminated by Eurostat are listed below along with the corresponding tables defined in **Regulations 91/2003** and **2018/643**.

1.2 Railway traffic

Regulation tables	Table code	Table name
A9, L1, C5, L2	rail_tf_trainmv	Train movements
G1, G2, G3	rail_tf_netseg20	Train traffic on the rail network (number of trains, 2020 data)
G1, G2, G3	rail_tf_netseg15	Train traffic on the rail network (number of trains, 2015 data)
G1, G2, G3	rail_tf_netseg10	Train traffic on the rail network (number of trains, 2010 data)
G1, G2, G3	rail_tf_netseg	Train traffic on the rail network (number of trains, 2005 data)

1.3 Railway transport measurement – passengers

Regulation tables	Table code	Table name
C3, L2	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
A1	rail_go_typepas	Goods transported by type of transport
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_typeall	Goods transported by type of transport

2 STATISTICS EXPLAINED ARTICLES

Statistics Explained is an official Eurostat website presenting all statistical topics in an easily understandable way. Together, the articles constitute a repository and 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.

Two articles presenting railway transport statistics are currently available online:

- Railway freight transport statistics
- Railway passenger transport statistics – quarterly and annual data

3 CALCULATION OF EU AGGREGATES AT EUROSTAT

The EU aggregates (EU27_2009, EU28 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 data for all EU Member States (except Cyprus and Malta) is available.
- If data needed for an EU aggregate are confidential for less than three countries, then the EU aggregate is confidential and therefore not calculated.
- Even if no rail data are reported for Malta and Cyprus, 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 (EU) 2018/643, Eurostat collected 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. No. (EU) 2018/643)
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: nábř. 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 36 Goods Transport, Air, E 35 Passenger Transport Address: Gustav-Stresemann-Ring 11, 65189 Wiesbaden
Estonia	Name: Statistics Estonia Unit: Economic and Environmental Statistics Department Address: 51 Tatari Str, 10134Tallinn, Estonia
Ireland	Name: Central Statistics Office, Skehard Road, Cork, Ireland
Greece	Name: HELLENIC STATISTICAL AUTHORITY (ELSTAT) Unit: Sectoral Statistics Division, Transport Statistics Section. Address: Píreos 46 & Eponiton Str, Piraeus 18510, Greece
Spain	Name: INE Spain Unit: S.G. Short-Term Statistics Address: Paseo de la Castellana 183, 28071, Madrid
France	Name: Service des données et études statistiques (Sdes) Unit: Sous-direction des statistiques des transports (SDST) Address: Tour Séquoia - 92 055 la défense Cedex
Croatia	Name: CROATIAN BUREAU OF STATISTICS Unit: TRANSPORT 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-1010, Latvia
Lithuania	Name: Statistics Lithuania Unit: Transport and tourism statistics division Address: 29 Gedimino ave., LT-01500, Lithuania
Luxembourg	Name: STATEC Unit: ENT4 'Business indicators, transport and tourism statistics' Address: 13 rue Erasme, L-1468 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 / Statistics Austria Unit: Transport Address: Guglgasse 13; 1110 Vienna
Poland	Name: Statistics Poland, Statistical Office in Szczecin Unit: Statistics Centre for Transport and Communication, Address: ul. Jana Matejki 22; 70-530 Szczecin; Poland
Portugal	Name: Statistics of Portugal, ECONOMIC STATISTICS/Sectorial Business Statistics 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 Libertății 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 Address: Lamačská cesta 3/C, 840 05 Bratislava, Slovakia
Finland	Name: Statistics Finland Unit: Transport and tourism Address: Työpajankatu 13 A, FI-00022 Helsinki, Finland

Sweden	Name: Transport Analysis Unit: Department for Statistics Address: Rosenlundsgatan 54, SE-118 63 Stockholm, Sweden
Liechtenstein	Name: Bundesanstalt Statistik Österreich / Statistics Austria Unit: Transport Address: Guglgasse 13; 1110 Vienna
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 environment, energy and transport Address: Dame Gruev 4, Skopje, North Macedonia
Türkiye	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 licences and authorisations of the railway undertakings for transport of passengers and goods. A full description of the responsibilities and obligations of the administration can be found at the following site.** Name: National Agency 'Railway administration' at the 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	Data on rail transport are collected and sent to Eurostat by the Ministry of Transport.
Denmark	
Germany	
Estonia	**Estonian Consumer Protection and Technical Regulatory Authority (TTJA) 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.** **Estonian Consumer Protection and 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. They also are responsible for rail infrastructure and rail equipment data.** Name: Estonian Consumer Protection and Technical Regulatory Authority Address: Sõle 23 A, Tallinn 10614, Estonia Email: info@ttja.ee
Ireland	We get our data from our respondent Irish Rail for Annexes A, C, E, F and G
Greece	**THE HELLENIC REGULATORY AUTHORITY FOR RAILWAYS** It is the Regulatory Body for the Greek railway market, responsible, among other things, for matters of competition in the Greek railway. It is the Licensing Body for Railway Operations. It is the national Enforcement Body of Regulation 1371/2007 'on the rights and obligations of railway passengers'. It is the National Safety Authority for rail transport. **OSE S.A.** Unit: Strategic Planning and Development Management Address: 1-3 Karolou Str. GR 10437 Athens. OSE S.A. is the Organisation responsible for the management of Railway Infrastructure. GAIAOSE S.A. Address: Liossion Str 301, GR 10445 Athens GAIAOSE S.A. is a public service company, 100% owned by the Greek State, active in the fields of railway property management and development (lands and buildings) and rolling stock management.

Spain	
France	None
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: Ministry of Construction and Transport Unit: Transport Department Address: 5 Alkotmány Str., Budapest 1054, Hungary
Malta	
Netherlands	
Austria	**Data referring to train movements and passenger transport** Name: Schienen-Control GmbH Unit: Market Address: Linke Wienzeile 4/1/6, 1060 Vienna **Data concerning train movements by network segment** Name: Federal Ministry Republic of Austria Climate Action, Environment, Energy, Mobility, Innovation and Technology Unit: II/3 – Infrastructure Planning Address: Radetzkystraße 2,1030 Vienna
Poland	No other institutions
Portugal	
Romania	
Slovenia	
Slovakia	**Data concerning Annex G** Name: Ministry of Transport of the Slovak Republic Address :Námestie slobody č. 6, 810 05 Bratislava Slovakia
Finland	Name: Finnish Transport Infrastructure Agency Address: P.O. Box 33, FI-00521 Helsinki, 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 services Address: SE-172 90 Sundbyberg, Sweden **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 and produces information** Name: Swedish Civil Contingencies Agency Unit: Address: SE-651 81 Karlstad, Sweden
Liechtenstein	**Data concerning train movements by network segment** Name: Federal Ministry Republic of Austria Climate Action, Environment, Energy, Mobility, Innovation and Technology Unit: II/3 – Infrastructure Planning Address: Radetzkystraße 2, 1030 Vienna
Switzerland	Data collection: interface between railway companies and NSI (Federal Statistical Office FSO in cooperation with Federal Office of Transport FOT) Delivery of certain centralised data (e. g. specific infrastructure data as stations, rail network data according to Annex G/Annex V) by FOT Additional institutions that maintain certain data bases that are used by the NSI for data validation and quality checks: 'Trasse Schweiz AG' (Train path organisation). Task: Delivery of data for train-kilometres, tons, tonne--kilometres etc. Swiss Federal Railways. Task: Delivery of data for number of passengers (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
Türkiye	**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	

2 RESPONDENTS AND DATA SOURCES

2.1	How many different railway companies are conducting transports on your national rail network?
Belgium	
Bulgaria	14 companies
Czechia	To date 1.2. 2024: Total 138 companies, 116 licensed Czech companies, 22 foreign companies
Denmark	17 companies
Germany	Goods: 126 (reference period 2021) Passengers: 66 (reference period 2021)
Estonia	8 enterprises conducting transport on the Estonian rail network
Ireland	1 enterprise returning data to us
Greece	Two companies. There are two others with a licence, but their activities are out of Regulation's EU 643/2018 scope.
Spain	In 2023 there are 19 rail undertakings in Spain
France	In 2023, 29 driver companies: • 20 companies are only conducting freight transports; • 8 companies are only conducting passengers transports; • 1 company, SNCF, is conducting both types of transports. We also collect data from 1 authorised candidate for freight transport. Eurotunnel shuttle data (passengers) are also collected once a year.
Croatia	One railway company is conducting transport of passengers and 16 are conducting transport of goods.
Italy	With regards to 2021 reference year there are 25 railway companies included in the detailed scheme (GOODS AND PASSENGERS) and 26 in the simplified one (GOODS AND PASSENGERS).
Cyprus	
Latvia	5 companies
Lithuania	Public limited company, which consists of 3 companies
Luxembourg	2 national companies and several foreign companies
Hungary	There are 61 of them
Malta	
Netherlands	21
Austria	56 railway companies referring to goods transport in 2021 15 railway companies referring to passenger transport in 2021

Poland	In 2015/2016 there were about 60 railway undertakings which provided services for the transport of goods and about 11 railway undertakings which provided services for the transport of passengers by rail on the territory of Poland. In 2021/2022 there were about 70 and 11 railway undertakings respectively. Note: the numbers given above cover only the rail transport operators of the national economy, i.e. the entities registered in the National Official Business Register. There are also few other undertakings which are not registered in Poland but they are authorised to conduct transport on the Polish rail network (they are not included in our statistics so far, but the Statistics Poland considers including them from 2024).
Portugal	4
Romania	At 28.02.2023, there are 38 companies with licences for the performance of rail.
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 - with have licence and European licence of performance railway transport
Finland	3
Sweden	About 25 companies (e.g. in 2023 it was exactly 25).
Liechtenstein	1 railway company referring to goods transport. 1 railway company referring to passenger transport.
Switzerland	Between 60-70 companies 66 companies for reference year 2021
Norway	18 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 modernisation 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.
Türkiye	In Türkiye, 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	22 foreign companies
Denmark	4companies
Germany	Goods: 17 companies (reference period 2021); Passenger Transport: none (reference period 2021)
Estonia	0 company
Ireland	0 companies
Greece	None.
Spain	3 companies in 2023
France	- foreign driver companies and 1 authorised candidate for freight transports; - foreign driver companies, and 3 more if we consider joint ventures such as Eurotunnel, Eurostar and Thalys as foreign companies, for passengers transports. Note: from October 1, 2023, Eurostar/Thalys merger (under the name Eurostar). It actually causes some difficulties for the ex-Eurostar part, but data can be collected or estimated.
Croatia	11 foreign companies are conducting transport of goods
Italy	Three railway undertakings are owned by foreign companies
Cyprus	
Latvia	0 companies
Lithuania	0 companies
Luxembourg	As far as we know, at least 2 companies
Hungary	There are 16 foreign companies
Malta	
Netherlands	9
Austria	11 referring to goods transport in 2021 2 referring to passenger transport in 2021
Poland	In 2015/2016 there were about 10 undertakings transporting goods by rail and 1 undertaking transporting passengers by rail, registered in the National Official Business Register in Poland, but owned or controlled by other foreign companies. There were (and still are in 2021/2022) also few other railway undertakings which are not registered in Poland but they are authorised to conduct transport on the Polish rail network. However, they are not included in our statistics so far. The Statistics Poland considers including them in the statistics from 2024.
Portugal	0
Romania	
Slovenia	1, but also this company has office in Ljubljana

Slovakia	
Finland	0 company
Sweden	Three foreign companies based in Norway and Denmark have no address in Sweden but provided data anyway, on a voluntary basis. We do not collect information about ownership for companies registered in Sweden.
Liechtenstein	1 referring to goods transport 1 referring to passenger transport
Switzerland	5 companies
Norway	8 companies
Montenegro	0 company
North Macedonia	0 company
Türkiye	Not applicable for Türkiye
Bosnia and Herzegovina	

2.2.b	Do all foreign companies report the required data?
Belgium	
Bulgaria	Yes
Czechia	Yes
Denmark	Yes
Germany	Goods: Generally, yes. In the case of item-non-response we have to insert estimated values for some companies. Passenger Transport: not applicable
Estonia	N/A
Ireland	N/A
Greece	-
Spain	Yes
France	Yes. Sometimes, some do not respond or are late and are estimated, but it is very rare.
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	No
Malta	
Netherlands	No
Austria	Referring to 2021, yes
Poland	All companies registered in the National Official Business Register in Poland but owned or controlled by other foreign companies, report the required data. There were/are also few other railway undertakings which are not registered in Poland but they are authorised to conduct transport on the Polish rail network. However, they are not included in our statistics so far. The Statistics Poland considers including them in the statistics from 2024.
Portugal	
Romania	
Slovenia	Yes
Slovakia	Only those foreign organisations registered in the Business Register.
Finland	N/A
Sweden	For 2023 all 3 foreign companies reported the required data.
Liechtenstein	Yes.
Switzerland	Yes, if we actually require them. However, some data of foreign companies is already included in datasets from other companies.
Norway	Yes, most of them.
Montenegro	N/A
North Macedonia	N/A
Türkiye	Not applicable for Türkiye.
Bosnia and Herzegovina	

2.2.c	If not, what are the reasons and how do you compensate?
Belgium	
Bulgaria	
Czechia	
Denmark	

Germany	Goods: A national entity can't enforce the obligation to provide data by foreign companies. Hence we have to rely on the willingness by these companies to provide data on a voluntary basis. Some don't see a necessity for this, others aren't reachable for us. For our yearly surveys, we estimate the data needed based on past reports and general market development. This is not possible for the detailed monthly survey, which is the basis for most Annex A-tables. Passenger Transport: not applicable
Estonia	
Ireland	N/A
Greece	
Spain	
France	Sometimes, some do not respond or are late and are estimated, but it is very rare.
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	Language barriers and companies don't feel the need to report to foreign government entities.
Austria	
Poland	
Portugal	
Romania	
Slovenia	
Slovakia	
Finland	
Sweden	-
Liechtenstein	
Switzerland	Passenger traffic from SNCF (France) in border regions is included in the dataset of the Swiss Federal Railways.
Norway	Perhaps companies don't feel the need to report to foreign government entities. We try to estimate the missing data.
Montenegro	

North Macedonia	
Türkiye	Not applicable for Türkiye
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	No
Denmark	Yes
Germany	Goods and Passenger Transport: For the delimitation of the reporting population, we have access to the data about active railway undertakings from the Federal Railway Authority.
Estonia	Administrative register of TTJA are used in the statistical process to update the frame. No information about administrative sources of needed statistical data Data are collected and the submission of questionnaires is monitored through eSTAT (the web channel for electronic data submission).
Ireland	No we have no access to their databases, but they fill in the questionnaires prepared by the CSO.
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	No
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 Federal Ministry Republic of Austria Climate Action, Environment, Energy, Mobility, Innovation and Technology.

Poland	No
Portugal	Yes
Romania	We don't have such information.
Slovenia	No
Slovakia	No
Finland	No
Sweden	Yes
Liechtenstein	Administrative data are provided by Federal Ministry Republic of Austria. Climate Action, Environment, Energy, Mobility, Innovation and Technology.
Switzerland	There exists a large database containing amongst other data required for Annex A/Annex I. 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 to their databases, but they filled in the questionnaires prepared by the State Statistical Office and send us additional Excel tables and annual reports.
Türkiye	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 (EU) 2018/643. They also collect some additional information for national purposes.
Czechia	
Denmark	Data on rail infrastructure from the infrastructure owner, BaneDanmark.
Germany	The Federal Railway Authority provides data on active railway undertakings which we use on an annual basis.
Estonia	Estonian Consumer Protection and Technical Regulatory Authority data for frame. And also rail infrastructure and equipment data for CQ.
Ireland	N/A
Greece	
Spain	
France	N/A

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	Website companies and other online information.
Romania	
Slovenia	
Slovakia	
Finland	N/A
Sweden	Administrative data within the Swedish Transport Administration for traffic data. The Swedish Transport Agency compiles a vehicle register that could be used for checks.
Liechtenstein	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. With access to this database, a new intermodal statistic is produced with data available since 2016: Statistics on combined goods transport (KVS).
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 modernisation 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, organises and regulates railway transport.

North Macedonia	
Türkiye	
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 the administration and us.
Czechia	No
Denmark	Used for statistics on rail infrastructure
Germany	Goods and Passenger Transport: The data are used to delaminate the reporting units (entries and leaves of the reporting circle). of respondents.
Estonia	Not for rail transport statistics. Estonian Consumer Protection and Technical Regulatory Authority data are used for rail infrastructure and equipment data in CQ.
Ireland	No
Greece	
Spain	
France	N/A
Croatia	No
Italy	
Cyprus	
Latvia	No
Lithuania	-
Luxembourg	
Hungary	
Malta	
Netherlands	We include this data in our production process because this data are 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	Not applicable
Portugal	We only use it for quality check information, namely on infrastructures and equipment.

Romania	
Slovenia	
Slovakia	
Finland	N/A
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. The vehicle register could probably be used more if we had more resources.
Liechtenstein	Data are used to produce data files referring to the Tables G1, G2 and G3 of the Regulation (EU) 2018/643.
Switzerland	Yes, we use it for quality checks. We might refer to this database and skip the questionnaire for Annex A/Annex I in the future, to eventually reduce the administrative burden for the companies and (hopefully) enhance the quality of data.
Norway	
Montenegro	Yes. Cooperation between the MOMSTAT and Ministry of Transport and Maritime Affairs is good and allows verification of data.
North Macedonia	Data are used to produce all rail transport statistics.
Türkiye	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	We only have data from the questionnaire.
Denmark	
Germany	
Estonia	We collect all required data for rail transport statistics (it means passengers and freight transport) directly from the transport companies.
Ireland	We only have data from the questionnaires.
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	N/A
Croatia	

Italy	
Cyprus	
Latvia	Administrative data do not exist.
Lithuania	
Luxembourg	
Hungary	We have data just for our survey questions, so we cannot see any other type of data.
Malta	
Netherlands	
Austria	
Poland	Not applicable
Portugal	
Romania	
Slovenia	
Slovakia	
Finland	N/A
Sweden	
Liechtenstein	
Switzerland	
Norway	
Montenegro	
North Macedonia	
Türkiye	The data are 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	None
Denmark	None
Germany	Goods Transport: 28 (reference period 2021) Passenger Transport: none
Estonia	Not used
Ireland	None
Greece	One
Spain	None
France	None
Croatia	None. Detailed reporting scheme applies to all respondents.
Italy	26 railways undertakings (10 for goods transport and 16 for passenger transport).
Cyprus	
Latvia	None
Lithuania	None
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: 13 in 2021
Poland	In 2015/2016 there were about 50, in 2020/2021 there were about 25 railway undertakings which provided services for the transport by rail, for which the simplified reporting scheme was applied. Note: the numbers given above cover only the rail transport operators of the national economy, i.e. the entities registered in the National Official Business Register. There are also few other undertakings which are not registered in Poland but they are authorised to conduct transport on the Polish rail network (they are not included in our statistics so far (2022) but, as far as we consider data from other sources, most of them would be included in simplified reporting taking into account goods or passengers transported by rail on the Polish territory).
Portugal	4
Romania	4 companies for transport of goods and 3 companies for transport of passengers.

Slovenia	2
Slovakia	None
Finland	None
Sweden	None, we use detailed reporting for all regardless size.
Liechtenstein	Goods transport: 1 Passenger transport: 1
Switzerland	For goods transport: 18 For passenger transport: 31
Norway	None
Montenegro	2
North Macedonia	SSO does not apply the simplified reporting scheme.
Türkiye	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 2021 is 5.6% for tonnes and 0.5% for tkms.
Czechia	None
Denmark	
Germany	Goods transport: tkm 0.7%, tonnes 1.6% (reference period 2021) Passenger Transport: more than 5%
Estonia	No simplified reporting used
Ireland	N/A
Greece	This information is not for publication because there is a risk of disclosure of confidential data.
Spain	None
France	N/A
Croatia	

Italy	We apply the thresholds according to the Regulation 643/2018, below a summary table related to 2021 (reference year): Tons: 3.1 Tkm: 3.6 Passengers: 1.8 Pkm: 0.9
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: 13.0% in 2021 tkm: 0% (referring to 2016 and the following years) pkm: 5.1 % in 2021
Poland	In 2015/2016: Transport of goods: 13% – for tons, 8% – for tkm Transport of passengers: 2% – for passengers, 1% – for pkm In 2020/2021: Transport of goods: approx. 2% – for tons, approx. 1.5% – for tkm Transport of passengers: less than 1% – for passengers, less than 0.5% – for pkm
Portugal	100%
Romania	
Slovenia	Tons: around 10% Passengers: 0% tkm: around 10% pkm : 0%
Slovakia	
Finland	
Sweden	Nil
Liechtenstein	tonnes: 100% tkm: 100% passengers: 100% pkm: 100%

Switzerland	2021 data: Passengers: 20% Pkm: 7% Tons: 14% Tkm: 6%
Norway	
Montenegro	100%
North Macedonia	
Türkiye	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 collects data on rail transports?
Belgium	
Bulgaria	Yes, this is NA 'Railway administration'.
Czechia	Yes
Denmark	No
Germany	Goods: The national regulatory authority (Bundesnetzagentur – Federal Network Agency for Electricity, Gas, Telecommunications, Post and Railway) supervises and monitors the railway market and does market surveys including market reports in particular on an annual basis. Within these reports, enterprises operating on the national public railway net were asked among other themes on tonnes and tkm. Passenger Transport: Bundesnetzagentur collects data about passenger transport (for example pkm).
Estonia	No complete information, partly the information is available as written reviews.
Ireland	No information.
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 dissemination purposes.
France	Yes, the regulatory body (ART) collects data - on a quarterly basis (monthly mesh), starting in June 2016; - same data collection (except Dangerous Goods) on annual basis, since year 2020.
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.§ (1 a) 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 locks and not the traffic on the Dutch rail network.
Austria	Yes
Poland	Yes, the 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 date for accidents that happened in the rail network
Slovenia	No
Slovakia	The authorisations 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 do not collect data on rail transports.
Liechtenstein	
Switzerland	Yes.
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.
Türkiye	By May 2016, there is no separate national regulatory body for the access to rail network in Türkiye. Railway infrastructure and operations are under responsibility of Turkish State Railways which is a monopoly. All rail data are 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	Yes, we cooperate and share data.
Denmark	
Germany	We do not have access to the micro data, but there is a regular contact with the national regulatory authority in place.
Estonia	No access, partly the information is available as written reviews
Ireland	No access
Greece	ELSTAT does not have access to the data of the Regulatory Authority.
Spain	
France	The cooperation with ART is effective since the beginning of 2021: - harmonisation of collection media; - comparison of the aggregate results of the annual data collection; - exchange of information.
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	Private companies transmit statistical data on goods and passengers transport to NSI.
Lithuania	Public company transmit statistical data on goods and passengers transport
Luxembourg	
Hungary	
Malta	
Netherlands	
Austria	No direct access. Data are provided by Schienen-Control GmbH referring to the number of passengers, passenger-kilometres, and train-kilometres of goods and passenger transportations.
Poland	The Statistics Poland has no access to the microdata gathered by the Office of Rail Transport (ORT) (confidentiality rules). However, the ORT annual reports with summary and analysis of the Polish rail market, are published on their website. The Statistics Poland monitors the reports and compares the available data with the results of their own surveys. The methodologies used by the institutions are not fully consistent. However, the data published by the ORT may be (is) used by the Statistics Poland for checking purposes. Both institutions cooperate occasionally.
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	No
Sweden	
Liechtenstein	
Switzerland	We do collaborate and exchange data that we use for checks.
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	
Türkiye	
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	No
Denmark	Yes
Germany	It is mandatory for the railway undertakings to submit the data at an electronic platform.
Estonia	Yes
Ireland	All respondents submit the required data either by Excel or CSV files
Greece	All respondents submit the required data either by Excel or CSV files.
Spain	All respondents use Excel 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 in Excel files by email, some using crypted Excel files, some chose not to encrypt files.
Croatia	Yes
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 then make it into 1 file for all companies.
Austria	Yes
Poland	Yes
Portugal	No
Romania	The statistical data are collected online via eSOP, in concordance with the questionnaire and the methodological approach. The eSOP system on Web Portal for online data collection has been designed for processing, checking and aggregating data collected and updated in order to allow the collection of statistical information.
Slovenia	Yes
Slovakia	Yes
Finland	Most respondents submit data via email as Excel sheets. Data from one respondent is available at a cloud service.
Sweden	We have no web-based data collection, only forms in Excel files. No paper forms in use.
Liechtenstein	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=pt/po*100 (1) P- simple indices; pt - value of the current (selected) period; po - the value of the base period
North Macedonia	Mostly the Excel sheets are used.
Türkiye	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 forms for reporting and then data are process in local software developed specifically for the survey. Data are reported to Eurostat via EDAMIS in CSV files
Czechia	For data collection we use several possibilities for sending data (electronic, mail, email, Excel, web). Companies give us all their data. Then it´s transfer to required form and send via EDAMIS to Eurostat.
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 email.
Germany	Goods: We provide a web-based system including a help desk for the railway undertakings. Passenger Transport: We provide an online questionnaire.
Estonia	Data are collected and the submission of questionnaires is monitored through eSTAT (the web channel for electronic data submission). The questionnaires have been designed for independent completion in eSTAT and include instructions and controls. The questionnaires and information about data submission are available on the website of Statistics Estonia in the section Questionnaires. Data are collected with the monthly, quarterly and annual statistical questionnaires 'Railway transport'.
Ireland	We use Excel format for reporting and then the data are processed in local software developed specifically for the survey. Data are reported to Eurostat via EDAMIS in CSV.files.
Greece	Companies provide their data in CSV or Excel format. They are responsible for performing percentage difference (0-20%) and time series validation checks for their data. ELSTAT does not provide a specific interface for that purpose -only accepts the files sent and checks their consistency and their format so that it is accepted by EDAMIS.
Spain	The editing phase takes place the following way: - Editing during data collection: balance edits, mandatary data missing... are included in the questionnaire. - Editing at microdata level: checks the lack of consistency between tables and very high or low annual rates. - Macroediting: editing the aggregated 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	Data are collected using railway companies information system as a data source, for quarterly, annual or quinquennial data. Data collection is using a template spreadsheet (one for the quarterly data, one for the annual data) and transmission is using a dedicated functional mailbox with restricted access. Data are validated using automated programmes, which produce some outputs: modalities of variables, consistency over time, intra datasets, inter datasets. Some manual checks can also be done if necessary. If surprising developments or declarations are detected, a return is made to the railway undertakings concerned for validation or correction. When compiling the data of different railway companies, estimation might be used when necessary, for example when companies don't respond in time. Generally, these estimations concern low weight railway undertakings. Automatic adjustments, general or specific (terms, values,...), are also applied, and some variables are created.

Croatia	From the beginning of 2023, quarterly data on railway transport is collected through web questionnaire. Annual and five – year data are collected through Excel questionnaires. Specific IT application has been used for data processing of all quarterly, annual and five-year datasets and logical and mathematical controls 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 for respondents. Data to Eurostat are reported via EDAMIS in CSV files.
Lithuania	For respondents, a web-based survey form is prepared. Data to Eurostat provided via EDAMIS.
Luxembourg	Yes, an Excel file 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 are correct.
Austria	Yes; Excel forms.
Poland	Except from Annex F and G (Excel forms), the web-based system is used. The data are collected via IT tool equipped with internal consistency and counting checks preventing from delivering inconsistent information within a questionnaire. The tool checks are systematically improved. There are additional checks made by the Statistics Poland staff. The respondents are asked to explain or/and revise the numbers if needed. The checks are made before the data submission to Eurostat and – if needed - after validation by Eurostat.
Portugal	Yes
Romania	
Slovenia	
Slovakia	Usually data are transmitted by respondents to Statistics Slovakia using electronic forms. Electronic forms include some of the quality checks.
Finland	Excel form. Validation is done manually.
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.
Liechtenstein	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/Annex I and E/III. For all other data: web-based system (online questionnaire for the companies) with data exports corresponding to our statistical production tool (Access database, to be replaced soon).
Norway	For domestic companies all data are provided through a web-based system. Foreign companies report via Excel files
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) Comparability of data: Methodology of rail transport survey in line with Eurostat's recommendations (Regulation No (EU) 2018/643) from which it follows the conclusion that the data of this survey geographically comparable, i.e. comparable with the data of the European Union. Metadata can be found on the web address: http://www.monstat.org/eng/page.php?id=1001&pageid=1001
North Macedonia	As the data obtained from the two rail companies are mostly in Excel sheets, and the others obtained as paper questionnaires are entered in Excel sheets afterwards, manual validation is used. There are data for current and previous year in Excel sheets and every inconsistency between current and previous year are obvious. Also, the validation of totals is made as well as the consistency between tables. If the validations show some inconsistence, the reporting companies are re-contacted. SSO transmits the transport data via eDamis.
Türkiye	TurkStat receives railway data from Turkish State Railways in Excel format there is no other specific interface as web-based system. After that data are converted to 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	Yes
Czechia	Yes
Denmark	Yes
Germany	Goods and Passenger Transport: The railway undertakings report according to the Classification sytem for transport statistics (NST 2007), the regional classification NUTS. and the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID).
Estonia	YES, respondents have to use the defined classifications (e.g. type of goods)
Ireland	Yes

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, some ajustements can be done (wrong code or wrong format, …), or some variables have to be created (NUTS0-2 or TRANSPORT_TYPE for example).
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 fill data via electronic questionnaire and eStatistics 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	Yes, from reference year 2008 onwards, NST-2007 Classification (20 groups of goods) is applied in the web-based system.
Portugal	Yes
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 answering all detailed questions, indicating that they either use other classification schemes or does not possess the information at all.
Liechtenstein	Data refer only to simplified reporting.
Switzerland	Yes
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.
Türkiye	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	Respondents deliver data according to the used classification in the regulation.
Greece	
Spain	
France	The type of goods classification required by the legislation is the NST 2007 at the four digit level, but most of respondents gives three or two digit level. For origin and destination, depending on the transport (National or International), we can have either a UIC code, or NUTS 3 or NUTS 2 code (but we mostly have UIC codes since 2020 data).
Croatia	
Italy	
Cyprus	
Latvia	
Lithuania	
Luxembourg	
Hungary	
Malta	

Netherlands	Mostly plain text to NST.
Austria	Classifications are: NHM 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
Liechtenstein	The data sent to Eurostat are related to simplified reporting.
Switzerland	
Norway	
Montenegro	
North Macedonia	
Türkiye	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.
Czechia	No
Denmark	No
Germany	No
Estonia	No access
Ireland	No
Greece	ELSTAT does not have access to such data.
Spain	No
France	No, we don’t have direct access to information on rail waybills.
Croatia	No

Italy	No we have no a direct access to the information on rail waybills.
Cyprus	
Latvia	No
Lithuania	No
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	No
Finland	No
Sweden	Generally no, but the data we get from the data providers can be based on the rail waybill.
Liechtenstein	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	No
Norway	No
Montenegro	No
North Macedonia	SSO does not have access to the information on rail waybill.
Türkiye	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 based on the distance, not the opposite.
Czechia	For freight transport actual distance. Passenger transport – companies fill our questionnaire about number of passengers.
Denmark	Goods transport: actual distance. Passenger transport: not entirely sure of the method used in reporting companies.
Germany	Passenger Transport: The distance is the actual distance which is reflected by the price of the ticket (based on standardised information of databases). Goods: We encourage the railway undertakings to report the actual distance travelled, but if these data are not available the undertakings are allowed to report standard or estimated distances.
Estonia	We do not know exactly, but we check if the distances are real or possible
Ireland	The distance that is used for the calculation of passenger-kilometres and tonne-kilometres is the actual distance.
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. We have macro controls, and controls on changing company distances. 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. * before the 2023 Collection, it was the commercial distance for a few lines. Now, it's actual distances for all lines, we have been able to retropolate since 2017 in the Eurostat database.
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, Statistics Lithuania does not collect 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 by respondents to calculate pkm. Actual running of trains is used by respondents to calculate train-km.
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 authorised users. When we do quality controls we use known distances. Ticket prices do not primarily reflect distances in Sweden.
Liechtenstein	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	The distance is the actual distance.
Türkiye	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	No
Czechia	No
Denmark	No, but there is in practice always only one possible route in the rail network in Denmark.

Germany	Goods: No, not in the case of monthly and annual rail freight statistics. We ask the companies for the origin and destination of the freight transports (on the basis of NUTS 3 (national) and NUTS 2 (international)) but we don't have information on the actual routing. In the five-yearly survey of traffic flows we collect data on how many trains travelled on specific part of the network, but there is no connection possible to other surveys. Passenger Transport: no
Estonia	No access
Ireland	No, but there is always only one possible route in the rail network in Ireland.
Greece	ELSTAT does not have access to information on the actual routing of trains.
Spain	We don't have such information.
France	No
Croatia	No
Italy	We do not have access to this information.
Cyprus	
Latvia	No
Lithuania	No
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	No
Sweden	Yes, for the parts of the network owned by the Swedish state.
Liechtenstein	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
Türkiye	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	No
Denmark	
Germany	
Estonia	No
Ireland	No
Greece	
Spain	
France	N/A
Croatia	No
Italy	
Cyprus	
Latvia	
Lithuania	
Luxembourg	
Hungary	
Malta	
Netherlands	
Austria	A comparison between reported data of railway undertakings and data of Schienen-Control GmbH is done regularly.
Poland	
Portugal	
Romania	

Slovenia	
Slovakia	
Finland	N/A
Sweden	When we do quality controls we use known distances.
Liechtenstein	
Switzerland	Yes, we do cross-checks and sometimes corrections for data delivered for dataset Annex A/Annex I.
Norway	
Montenegro	For all illogical and confusion for the data contacted the reporting units for verification.
North Macedonia	
Türkiye	
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	Yes
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, data are not collected by origin and destination points.
Ireland	Yes
Greece	Yes
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 fixed in the file, and aggregated data are completed by the reporting companies. For the annual data, the type of transport is calculated thanks to the actual origin and actual destination at the UIC (mostly), NUTS 1, NUTS 2 or NUTS 3 level that is informed by the reporting companies.
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	Data on rail statistics collected according to the Reference Manual. When the 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 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.
Liechtenstein	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.

Türkiye	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 are entered by railway staff during rail operations and data are 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	No problems
Denmark	
Germany	Goods: In some cases, 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 actual NUTS-Codes of the true origin or destination of the transports. Passenger Transport: none
Estonia	No big problems
Ireland	The type of transport and data are fixed in the file and aggregated data are completed by the respondent.
Greece	No particular problems.
Spain	
France	There are no big problems in assigning the type of transport. Certain border points are corrected when identifiable.
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 railway 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 must 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 the transport volume (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	Some problems may arise in the case of reloading of goods, related to the change of track gauge (large/standard) at the border. Moreover, the reporting units determine the type of transport of goods (incl. those goods transported via seaports by the means of transport other than train ferryboat, not in wagons) according to the place of origin or destination of goods (please note that it is not always the same as the place of loading onto and unloading from a railway vehicle as indicated on the consignment note on the basis of which an undertaking perform transport). On the basis of the figures and country of origin/destination provided by the undertakings, as well as information if and how much of these goods were transported via seaports, the Statistics Poland compiles dataset A, i.e. goods transported by land are presented as international income, outcome or transit (the last position also includes transit goods transported via seaports) respectively, whereas goods imported or exported via seaports are included in national transport.
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).
Liechtenstein	
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 to the 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.
Türkiye	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 based on the information from ticket sales.
Czechia	Number of tickets and checking these information for example in vehicles.
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	Passenger numbers derived from tickets sales.
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 online 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 of 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. The data may nevertheless be revised from one quarter to another (taking into account cancellations, etc.) For commuting trips, especially within the Paris area, numbers of passengers are model-based estimates, and can be revised from one quarter to another.
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 using an estimation method.
Cyprus	
Latvia	Information on the number of passengers is based on the sales of tickets.

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 one or 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 count passengers on the 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 travellers making a trip, using only one train from a certain category
Slovenia	Calculation is based on the number of sold tickets. For the part of the seasonal tickets it is unable to provide the exact number of journeys or distance made by passengers using seasonal tickets, so these trips are
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 are 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.
Liechtenstein	Data are provided by the Austrian Federal Railways company which transports passengers on the rail network in Liechtenstein.

Switzerland	There exist different methods of deriving this number: Approx. 13 companies take part of centralised system, run by the «Swiss Federal Railways», 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 few 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.
Türkiye	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	Trips are calculated by companies, which provide us with the data.
Denmark	No
Germany	Seasonal tickets: only for pupils and students. The number of trips is estimated by the companies.
Estonia	No, the exact methodology is not available for Statistics Estonia. Number of trips is not asked from companies.
Ireland	No
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 - 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 the number of passengers with bus/tram/rail passes is number of passes multiplied 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 a 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: • For fixed – term tickets: 1 (one) – trip, • Multi – use (timed) tickets are according to the type of ticket (intended to travel for 1 day, 30 days, on weekdays) and the validity period: 2 (two) trips per calendar day are counted, if the ticket is purchased for daily travel, assuming that the passenger will travel back and forth every day.
Luxembourg	The information is exclusively based on counting.
Hungary	In suburban areas there are daily, monthly and annually tickets, so seasonal tickets can be calculated after the sales of tickets (in the summer holidays 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	No.
Portugal	We don't have these type of tickets in heavy rail transport.
Romania	It is considered that two trips are made, round trip daily, for a monthly average of 21 working days, so the number of passengers embarked for each monthly ticket is 42; It is considered that two trips are made, round trip daily, for a monthly average of 21 working days, so the number of passengers embarked for each monthly ticket with 50% discount is 42; It is considered that two trips are made, round trip daily, for 6 days, so the number of passengers embarked for each weekly ticket is 12; It is considered that two trips are made, round trip daily, for 5 days, so the number of passengers embarked for each 5-day tickets is 10; It is considered that two trips are made, round trip daily, for 10 days, so the number of passengers embarked for each 10-day ticket is 20; It is considered that two trips are made, round trip daily, for 15 days, so the number of passengers embarked for each 15-day ticket is 30;
Slovenia	A one-way monthly ticket is calculated as 25 trips per month, for a monthly return ticket 50 trips per month is calculated.
Slovakia	Yes, we have designated special coefficients.
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.
Liechtenstein	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.
Türkiye	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 passengers trips can be counted individually. For all other trains (conventional trains, etc.) the number of trips of seasonal ticket holders is not available as the 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	No
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	The domestic concept requires the survey of foreign companies, against which the reporting obligation cannot be enforced in individual cases (no domestic office). This requires additional efforts in obtaining and processing the data.
Estonia	No big problems
Ireland	No
Greece	There are no particular problems.
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. We nevertheless had to clarify the regulations (National and European) with 2 foreign companies at the beginning of 2021.
Croatia	No
Italy	No
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.
Liechtenstein	No
Switzerland	No. (Remark: Sometimes data missing: e.g. some companies are not able to deliver the number of TEUs.)
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.
Türkiye	No specific problems.
Bosnia and Herzegovina	

3.8.b	Do you have suggestions for improvement?
Belgium	
Bulgaria	
Czechia	No
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 are needed elsewhere.
Germany	Not beyond the recommendations of the study 'Improving data collection for domestic rail traffic of foreign companies'.
Estonia	No
Ireland	No
Greece	
Spain	
France	Find a regular way to treat Mirror Checks.

Croatia	No
Italy	No
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	
Liechtenstein	No
Switzerland	No. We programmed and customised our database based on the list of requirements of the regulation.
Norway	
Montenegro	
North Macedonia	No
Türkiye	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	No

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	No
Greece	No, there are no problems of this kind.
Spain	No
France	No
Croatia	No
Italy	No
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	
Liechtenstein	No
Switzerland	Some modelling by us needs to be done for the international traffic (passenger, passenger-km).
Norway	No
Montenegro	
North Macedonia	No
Türkiye	No
Bosnia and Herzegovina	

3.9.b	Do you have suggestions for improvement?
Belgium	
Bulgaria	
Czechia	No
Denmark	
Germany	No
Estonia	No
Ireland	No
Greece	
Spain	
France	No
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	
Liechtenstein	
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	
Türkiye	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	First logical check and then validation. Time series check.
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	Goods: In general: Formal checks (NUTS, NST 2007), consistency of company reporting, consistency over time, Micro and macro checks according to GSBPM model In detail: We check every report on inner consistency, Furthermore, we have implemented error margins on such items as t, tkm, travel distances etc. Additionally, we check the development of some main aggregates over time. Passenger Transport: The consistency checks include comparisons with former quarter and former year's quarter. For yearly results cumulated quarters are compared to the year. Additionally, the results are compared with data of the Bundesnetzagentur.
Estonia	Arithmetic and qualitative controls are used in the validation process, including comparison with the data of previous periods and other surveys.
Ireland	Consistency between Annex E and Annex A and Annex E and Annex C.
Greece	ELSTAT performs basic does not perform consistency checks on the data reported by the railway undertakings such as time series checks and. 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	Data are validated using automated programmes, which produce some outputs : modalities of variables, consistency over time (including likelihood of distance or average train load, annual versus quarterly data, …), intra datasets, inter datasets. Some manual checks can also be done if necessary. If surprising developments or declarations are detected, a return is made to the railway undertakings concerned for validation or correction. When compiling the data of different railway companies, estimation might be used when necessary, for example when companies don't respond in time. Generally, these estimations concern low weight railway undertakings. Automatic adjustments, general or specific (terms, values,…), are also applied, and some variables are created.
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 (tonne-km).
Cyprus	
Latvia	The data reported by the railway undertakings are validated mathematically and logically.
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. 2021 QI-OIV [quarterly survey] = 2021 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. At the time the check of plausibility includes 72 possible errors. If errors are detected corrections are done. Results of a reference year are also compared to the results of previous years referring to each reporting railway undertaking
Poland	Internal consistency checks, comparing an undertaking data with their data for different periods, comparing an undertaking data with data of other undertakings in the same period.
Portugal	Year-by-year analysis and other sources, like 'Integrated business account system'.
Romania	Several consistency checks are already integrated in the online system (eSOP), also exist checks when we import date 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	Year to year changes are checked. Sum of quarterly statistics is compared to annual statistic.
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.
Liechtenstein	Results of a reference year are compared to 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/Annex I) 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/Annex III and others.
Norway	Data are 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.
Türkiye	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 use such data for quality checks.
Czechia	No
Denmark	No
Germany	Goods and Passenger Transport: We are developing a set of additional economic indicators to check our data.
Estonia	We can 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	No
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 utilised for comparative analysis.
Spain	No
France	No
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	No
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 regularly.
Poland	Yes, if available.
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	No

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.
Liechtenstein	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
Türkiye	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. (EU) 2018/643 (e.g. additional indicators, links with other statistics)?
Belgium	
Bulgaria	No
Czechia	No
Denmark	No
Germany	No
Estonia	No
Ireland	No
Greece	No
Spain	No
France	No
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	No
Poland	No
Portugal	No
Romania	
Slovenia	
Slovakia	No
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.
Liechtenstein	
Switzerland	No
Norway	

Montenegro	
North Macedonia	No
Türkiye	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 are used in order to see how the railway transport is developing in the other countries.
Czechia	We will provide a link to the transport data published by Eurostat on the website of the Ministry of Transport.
Denmark	Data collected for Eurostat are also published nationally.
Germany	Data from Eurostat are used in press releases.
Estonia	Modal split indicators are used to monitor the goals of development plans. Eurostat data are used in case of requirements by users. Statistical information on goods and passengers transport in EU is used in non-regular national overviews.
Ireland	Data collected for Eurostat are also published nationally in our Transport Hub annually.
Greece	We only use Eurostat data for informational reasons.
Spain	Eurostat data are disseminated at national level. Spanish and Portuguese freight transport data are used in the publication 'The Iberian Peninsula in figures'.
France	For passengers, we used to use data from Luxembourg (from/to France) to fill a lack in the declaration of the main company, on a partnership with a Luxembourg railway company (2020-2022). Since 2023, this lack has been fixed.
Croatia	Yes, mirror checks statistics for analysis and finding eventually discrepancies.
Italy	We use data (on passenger and good, railway infrastructure) from Eurostat database in national publications.
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. The data collected by the Statistics Poland and submitted to Eurostat are also published in national databases and publications, e.g. in the annual edition 'Transport – activity results' available on the Statistics Poland website. The data published by Eurostat are used for the EU rail market analysis purposes.
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 countries.
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 advise users there, if they ask us for international statistics.
Liechtenstein	
Switzerland	Sometimes for our own purpose (comparisons etc.).
Norway	Eurostat data are used for special publications and analyses on European transport.
Montenegro	
North Macedonia	Most of data transmitted to Eurostat are published in Makstat database. Eurostat data are used for comparison with other countries.
Türkiye	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. 643/2018?
Belgium	
Bulgaria	Ministry of transport, Railway operators, Ministry of regional development.
Czechia	Ministry of Transport, Czech Statistical Office, Sprava zeleznic etc.
Denmark	No
Germany	Deutsche Bahn, Federal Ministry for Digital and Transport, Scientific Research Institutes, freight railway associations.
Estonia	Ministry of Economic Affairs and Communications, for GDP calculation, press, other statistical institutions, OECD, banks...
Ireland	No
Greece	No
Spain	The Spanish Security Railway Agency.
France	The Railway Transport Statistics covers the information needs of different groups of users, among which are different organisations, Public Administration, territorial administrations, private companies, media, researchers and universities, private enterprises and individuals.
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 uses all data produced under Reg. 643/2018.
Cyprus	
Latvia	National Bank, Ministry of Transport, Ministry of Finance.
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 rail freight transport, at an aggregated level as 2018/643 some data can be indicated specific users.
Austria	Federal Ministry Republic of Austria Climate Action, Environment, Energy, Mobility, Innovation and Technology; Schienen-Control GmbH
Poland	Rail enterprises, Polish and foreign ministries, universities, Office of Rail Transport
Portugal	PORDATA
Romania	Institutions who use our data published under Reg. 643/2018: 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	
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.
Liechtenstein	
Switzerland	Institutions and people who use our data published under Reg. (EU) 2018/643: • 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 theses) • Information service about national public transport (www.litra.ch) • 'Swiss Federal Railways' and other 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 institutions 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.
Türkiye	Transport Ministry of Türkiye, 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. (EU) 2018/643? (man-days/ year)
Belgium	
Bulgaria	No
Czechia	No
Denmark	Approx. 100 man-days
Germany	Goods: Approx. 53 man-days Passenger Transport: Approx. 35 man-days.
Estonia	0.5 man/year
Ireland	No
Greece	The estimated resources amount to approx. 12 man-days/year.

Spain	2 people part-time.
France	250 man-days/year
Croatia	For the time being we are not calculating the cost of human resources.
Italy	250 man-days/year
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	No
Poland	2 persons/year
Portugal	10 days/year
Romania	
Slovenia	60 man-days / year
Slovakia	
Finland	Approximately 55 man-days per year.
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 is about 500 hours. That includes both national and international statistics.
Liechtenstein	No
Switzerland	Approx. 80 person-days / year. For additional variables for the five-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 organisation, 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 the area of the transport statistics has one person permanently employed – a statistician. The statistician prepares methodology, questionnaire, controls data, data entry, analysis and publication of data. During realisation 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 to the 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. *Table No 1:* 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)** Average minimum maximum Rail transport 25 15 30
North Macedonia	No
Türkiye	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	No
Denmark	
Germany	No, we don't.
Estonia	No special opportunity.
Ireland	No
Greece	No
Spain	
France	No
Croatia	No
Italy	Further downsizing will not guarantee the quality of data.
Cyprus	
Latvia	No
Lithuania	No

Luxembourg	No
Hungary	I would prefer to reduce the administration burden.
Malta	
Netherlands	No
Austria	No
Poland	No
Portugal	No
Romania	
Slovenia	
Slovakia	
Finland	No
Sweden	
Liechtenstein	
Switzerland	No
Norway	Not within the current reporting requirements.
Montenegro	
North Macedonia	No
Türkiye	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	No
Denmark	No
Germany	Goods: 15 h per respondent per year (reference period 2018) Passenger Transport: It depends on periodicity (quarterly, yearly, 5 years) and the company size.
Estonia	Total time of filling in reports of the statistical activity, working days: 9.9. Average time of filling in the reports, hours per report: a) Rail transport – annual 1.57; b) Rail transport – month 0.43; c) Rail transport – quarter 0.77.
Ireland	No
Greece	The estimated burden for the respondents amounts to an average of 60 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	Burden on the respondents is not known.
Cyprus	
Latvia	No
Lithuania	Yes
Luxembourg	No, this is unknown. Nevertheless we think that the figures should be available in the companies.
Hungary	We have no estimation for this.
Malta	
Netherlands	4 man-days / year
Austria	Information about the burden on respondents is available for Civil Aviation Statistics, Inland Waterway Statistics and Railway Statistics together 2010-2021. No information is available about Rail Statistics separately. https://www.statistik.at/fileadmin/pages/504/entwicklung_des_meldeaufwands_2001_2021_en.pdf
Poland	Respondents specify the time needed to prepare data and complete a questionnaire whenever they deliver data. The time depends on the company (large/small, better/less equipped etc.).
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 210 hours for 2024, including both national and international statistics and railways, tramways and subway altogether.
Liechtenstein	
Switzerland	Rough estimate: - For companies with simplified reporting: approx. 4 person-days / year. - For companies with detailed reporting: approx. 4-8 person-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

Türkiye	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 steps such 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	No
Denmark	
Germany	No
Estonia	By improving the data collection procedures.
Ireland	No
Greece	The resources could be reduced by improving the data collection procedures of the respondents (railway companies).
Spain	
France	No
Croatia	No
Italy	No
Cyprus	
Latvia	No
Lithuania	No
Luxembourg	No
Hungary	
Malta	
Netherlands	No
Austria	No
Poland	No
Portugal	No
Romania	
Slovenia	
Slovakia	
Finland	No

Sweden	Reduce number of variables.
Liechtenstein	
Switzerland	No
Norway	Not within the current reporting requirements.
Montenegro	
North Macedonia	
Türkiye	No
Bosnia and Herzegovina	

5.3.a	Are there compliance problems or delays in providing the required information?
Belgium	
Bulgaria	No
Czechia	No
Denmark	As the data collection and production systems have been redesigned the last couple of years, this has given rise to some delays and extraordinary errors but beside that, no.
Germany	Goods: Part of the submitted data were transmitted with a short delay. We do not have annually collected data available until October (t + 10). Passenger Transport: No, we are usually on time.
Estonia	No big problems
Ireland	No
Greece	No
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. Sometimes (rare), the companies can be late, so we estimate their part, then we revised the data once we receive them.
Croatia	No
Italy	No
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	Earlier station coding availability is recommended.
Portugal	No
Romania	
Slovenia	
Slovakia	No
Finland	No
Sweden	For us it is a tight deadline to finish goods in only five months.
Liechtenstein	No
Switzerland	In general, no.
Norway	Some undertakings are consistently late with providing the required data.
Montenegro	No
North Macedonia	No
Türkiye	No
Bosnia and Herzegovina	

5.3.b	Which tables are the most difficult to compile and transmit to Eurostat?
Belgium	
Bulgaria	Annex F data because our largest operator did not have the means to provide information on NUTS 2 level.
Czechia	Tables A1-A9
Denmark	Passengers by NUTS2-regions.
Germany	Table Annex G, because the minor network operators need much help to provide the data needed. Passenger Transport: Annex F, because the five-yearly data are needed at NUTS2-level.
Estonia	Annex A
Ireland	No difficulties
Greece	The most difficult Tables to compile are II (ex C) and IV (ex F).
Spain	Regional Statistics on Goods and Passenger Transport and Statistics on Traffic Flows on the Rail Network
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. We have recently improved with the companies, but there's still some work to do for a correct quality. With the 2023 collection, we have authorised publication on the Eurostat database. The quality is estimated to be correct from 2020 to 2023, but the 2016-2019 data should still be taken with caution.

Croatia	Datasets A
Italy	Data on intermodal transport are difficult to compile.
Cyprus	
Latvia	No difficulties
Lithuania	No difficulties
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 above-mentioned problem and the deadline of 31st May, I have to send it in a provisional way. Annex F and Annex G
Malta	
Netherlands	F3 and F4
Austria	F1, F2, F3, F4
Poland	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 on the side of the data providers. The more details, the more difficult it is for them. For example the Annex F (Annex IV) 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.
Liechtenstein	
Switzerland	Tables in Annex A/Annex I. Currently: tables in Annex F/Annex IV and partly table G. Annex G/Annex V: Switzerland does not take part in the TEN networks. Therefore, there occur certain issues regarding the relevant network segment in order to quantify the traffic.
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	A and G dataset
Türkiye	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	No
Czechia	No
Denmark	
Germany	It would be helpful if not every minor network operator has to provide data. A limitation to the TEN-T-Network would be helpful.
Estonia	No
Ireland	No
Greece	No
Spain	
France	We will soon have access to administrative data, we hope we will be able to use them to improve even more.
Croatia	No
Italy	No
Cyprus	
Latvia	
Lithuania	-
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	Since the reporting year 2021, companies have been able to announce the loading and unloading locations of goods by naming the UIC station number. The station number provides information about the NUTS2 region in which goods are loaded or unloaded. Companies that report station numbers do not have to be asked separately in connection with the creation of tables F1 and F2 every five years.
Poland	Delivering station codes associated with NUTS 2 to Member States about 8 months before the data submission deadline is recommended.
Portugal	No
Romania	
Slovenia	
Slovakia	
Finland	No
Sweden	

Liechtenstein	
Switzerland	Eurostat should provide the NSI early with the relevant table set on level NUTS 2 for Annex F/Annex IV.
Norway	
Montenegro	
North Macedonia	
Türkiye	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. (EU) 2018/643?
Belgium	
Bulgaria	No
Czechia	No
Denmark	No
Germany	No, we don't.
Estonia	No proposals.
Ireland	No
Greece	No
Spain	
France	Find a common way to improve on the Mirror checks treatment.
Croatia	No
Italy	No
Cyprus	
Latvia	
Lithuania	No
Luxembourg	Statec 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	No

Poland	No
Portugal	No
Romania	
Slovenia	
Slovakia	
Finland	No
Sweden	
Liechtenstein	
Switzerland	No
Norway	No
Montenegro	
North Macedonia	No
Türkiye	No
Bosnia and Herzegovina	

6.2	Other relevant information on the national Rail data collection system?
Belgium	
Bulgaria	No
Czechia	
Denmark	No
Germany	No
Estonia	No
Ireland	None
Greece	None.
Spain	
France	No
Croatia	
Italy	
Cyprus	
Latvia	
Lithuania	

Luxembourg	
Hungary	
Malta	
Netherlands	
Austria	No
Poland	
Portugal	In 2015, the respondent CP carga (public company) has become MEDRAIL (private company). So far, we didn't have any problem with this transformation.
Romania	
Slovenia	
Slovakia	
Finland	So far, no further information to report, but thank you for the possibility!
Sweden	
Liechtenstein	
Switzerland	No
Norway	
Montenegro	
North Macedonia	
Türkiye	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 91/2003 and 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: Country code list

Annex 8: List of the countries with which rail transport is unlikely to take place

ANNEX 1: REGULATION (EC) 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 Community, 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 railways [4].

(5) Community statistics 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.

(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 undertaken 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 Regulation.

(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	*For the Council*
The President	*The President*
P. COX	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)	
I1.3.1	Total freight transport (tonnes)	
I1.3.2	Total freight transport (tonne-km)	
I1.3.3	Total passenger transport (passengers)	
I1.3.4	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) 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) 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.

		DsetID								
Field number	Field name	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	*	*	*	*	*

		DsetID				
Field Number	Field name	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.

		DsetID	
Field number	Field name	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		

		DsetID	
Field number	Field name	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'.

		DsetID			
Field number	Field name	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 I1
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	*For the Council*
The President	*The President*
M. SCHULZ	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	*For the Council*
The President	*The President*
A. TAJANI	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	
	3. Type of transport unit is broken down as follows: — 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	1. 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. 2. 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 (OJ L 290, 8.11.2007, p. 14)	Only Article 3
Regulation (EC) No 219/2009 of the European Parliament and of the Council (OJ L 87, 31.3.2009, p. 109)	Only point 4.4 of the Annex
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) 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: COUNTRY CODE LIST

Country names and associated codes[3] – 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
ICELAND	IS
LIECHTENSTEIN	LI
NORWAY	NO
SWITZERLAND	CH
UNITED KINGDOM	UK
MONTENEGRO	ME
NORTH MACEDONIA	MK
ALBANIA	AL
MOLDOVA	MD
SERBIA	RS
TURKIYE	TR
UKRAINE	UA
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 8:
LIST OF COUNTRIES WITH WHICH RAIL TRANSPORT IS UNLIKELY TO TAKE PLACE

List of countries with which rail transport 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
CO	COLOMBIA	LY	LIBYAN ARAB JAMAHIRIYA	TK	TOKELAU
CR	COSTA RICA	MA	MOROCCO	TL	TIMOR-LESTE
CU	CUBA	MC	MONACO	TN	TUNISIA
CV	CAPE VERDE	MG	MADAGASCAR	TO	TONGA
CX	CHRISTMAS ISLAND	MH	MARSHALL ISLANDS	TT	TRINIDAD AND TOBAGO
CY	CYPRUS	ML	MALI	TV	TUVALU
DJ	DJIBOUTI	MM	MYANMAR	TW	TAIWAN, PROVINCE OF CHINA
DM	DOMINICA	MO	MACAO	TZ	TANZANIA, UNITED REPUBLIC OF
DO	DOMINICAN REPUBLIC	MP	NORTHERN MARIANA ISLANDS	UG	UGANDA
DZ	ALGERIA	MQ	MARTINIQUE	UM	UNITED STATES MINOR OUTLYING ISLANDS
EC	ECUADOR	MR	MAURITANIA	US	UNITED STATES
EG	EGYPT	MS	MONTSERRAT	UY	URUGUAY
EH	WESTERN SAHARA	MT	MALTA	VA	HOLY SEE (VATICAN CITY STATE)
ER	ERITREA	MU	MAURITIUS	VC	SAINT VINCENT AND THE GRENADINES
ET	ETHIOPIA	MV	MALDIVES	VE	VENEZUELA
FJ	FIJI	MW	MALAWI	VG	VIRGIN ISLANDS, BRITISH
FK	FALKLAND ISLANDS (MALVINAS)	MX	MEXICO	VI	VIRGIN ISLANDS, U.S.
FM	MICRONESIA, FEDERATED STATES OF	MY	MALAYSIA	VN	VIET NAM
FO	FAROE ISLANDS	NA	NAMIBIA	VU	VANUATU
GA	GABON	NC	NEW CALEDONIA	WF	WALLIS AND FUTUNA
GD	GRENADA	NE	NIGER	WS	SAMOA
GF	FRENCH GUIANA	NF	NORFOLK ISLAND	YE	YEMEN
GH	GHANA	NG	NIGERIA	YT	MAYOTTE
GI	GIBRALTAR	NI	NICARAGUA	ZA	SOUTH AFRICA
GL	GREENLAND	NP	NEPAL	ZM	ZAMBIA
		NR	NAURU	ZW	ZIMBABWE