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GLOSSARY

FOR TRANSPORT STATISTICS

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Y. Franchet
Generaldirektor

It is Eurostat's responsibility to use the European statistical system to meet the requirements of the Commission and all parties involved in the development of the single market.

To ensure that the vast quantity of accessible data is made widely available, and to help each user make proper use of this information, Eurostat has set up two main categories of document: statistical documents and publications.

The statistical document is aimed at specialists and provides the most complete sets of data: reference data where the methodology is well established, standardized, uniform and scientific. These data are presented in great detail. The statistical document is intended for experts who are capable of using their own means to seek out what they require. The information is provided on paper and/or on diskette, magnetic tape, CD-ROM. The white cover sheet bears a stylized motif which distinguishes the statistical document from other publications.

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Y. Franchet
Director-General

Pour établir, évaluer ou apprécier les différentes politiques communautaires, la Commission des Communautés européennes a besoin d'informations.

Eurostat a pour mission, à travers le système statistique européen, de répondre aux besoins de la Commission et de l'ensemble des personnes impliquées dans le développement du marché unique.

Pour mettre à la disposition de tous l'importante quantité de données accessibles et faire en sorte que chacun puisse s'orienter correctement dans cet ensemble, deux grandes catégories de documents ont été créées: les documents statistiques et les publications.

Le document statistique s'adresse aux spécialistes. Il fournit les données les plus complètes: données de référence où la méthodologie est bien connue, standardisée, normalisée et scientifique. Ces données sont présentées à un niveau très détaillé. Le document statistique est destiné aux experts capables de rechercher, par leurs propres moyens, les données requises. Les informations sont alors disponibles sur papier et/ou sur disquette, bande magnétique, CD-ROM. La couverture blanche ornée d'un graphisme stylisé démarque le document statistique des autres publications.

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Pour aider l'utilisateur à s'orienter dans ses recherches, Eurostat a créé les thèmes, c'est-à-dire une classification par sujet. Les documents statistiques et les publications sont répertoriés par série — par exemple, annuaire, conjoncture, méthodologie — afin de faciliter l'accès aux informations statistiques.

Y. Franchet
Directeur général

GLOSSARY FOR TRANSPORT STATISTICS

Document prepared by the
Intersecretariat Working
Group on transport statistics
EUROSTAT, ECMT, UN-ECE

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Services and transport
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INTRODUCTION

In February 1991 an Intersecretariat Working Group on Transport Statistics was set up by the EUROSTAT, ECMT and UN/ECE secretariats. Its aim was to harmonize and, if possible, standardize transport statistics at international level with a view to ensuring comparability of data published by EUROSTAT, ECMT and UN/ECE, to streamline data collecting procedures at international level and to reduce the effort of national statistical offices in providing data for the three organizations.

As a first step, the Intersecretariat Working Group, assisted by a number of the international organizations concerned (such as International Union of Railways, International Road Transport Union, International Road Federation, etc.), established common standard definitions for terms used in transport statistics, based on the three existing glossaries of statistical terms in transport issued by EUROSTAT, ECMT and UN/ECE.

This common glossary of standard terms presented in this booklet covers infrastructure, transport equipment, transport enterprises, traffic, transport measurement and energy consumption in the fields of **Rail, Road, Inland Waterway and Oil Pipeline transport** statistics. After consultations with member countries of the three organizations, it has been amended and then agreed by the Intersecretariat Working Group.

One of the aims of the glossary is to provide common standard definitions for statistical questionnaires of the three organizations. Where a country submits data which do not accord with these standard definitions, footnotes should be provided indicating how the data vary.

Work will continue on definitions of accidents, prices and market indicators, and environment and they will be included in the future editions of the glossary which will also be enlarged to cover the other modes of transport.

The second stage, which is already under way, is to integrate, as far as possible, the questionnaires that the three organizations send to their member countries so as to facilitate data collection at national and international levels. Lastly, consideration may be given to the installation of a common database for transport statistics at the three organizations. The precise means of setting up and running such cooperative mechanisms, as well as the procedures for disseminating data for such a database, need to be studied in greater detail at a later stage.

Notice

The explanatory notes in italics, given in some cases below the definitions, were intended to assist countries in filling in questionnaires and are not part of definition itself.

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RAILWAY TRANSPORT

Urban and suburban rail transport, as well as metro (underground) transport which is not part of the main national network and is not organized by the principal railway enterprise (see page 15 definition 1) is excluded, unless otherwise specified.

I. INFRASTRUCTURE

01. Railway

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

Line of communication is part of space equipped for the execution of transport.

02. Railway network

All railways in a given area.

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

03. Track

A pair of rails over which railway vehicles can run.

04. Track gauge

Distance between a pair of rails measured between the inside edges of the rail heads.

The following track gauges are in use:

Standard gauge:	1.435 m	
Large gauge:	1.524 m	(VR, SZR)
	1.600 m	(CIE, NIR)
	1.668 m	(RENFE, CP)
Narrow gauge:	0.60 m, 0.70 m, 0.75 m, 0.76 m, 0.785 m, 0.90 m, 1.00 m.	

05. Rail loading gauge

The profile above the rail tracks through which a rail vehicle must pass.

The main categories are : A, B, B+ and C.

06. Running track

A track providing end-to-end line continuity and used for trains between stations or places indicated in tariffs as independent points of departure or arrival for the conveyance of passengers or goods.

07. Electrified track

Track provided with an overhead trolley wire or with conductor rail to permit electric traction.

08. Sidings

Tracks branching off running tracks.

The length of sidings is included in the length of tracks if the sidings belong to the railway system concerned, private sidings being excluded.

09. Private siding

Track or set of tracks which do not belong to the railway enterprise but are linked up with the track of a railway enterprise so that an industrial, commercial or port, etc. establishment or group of establishments can be served by rail without transhipment.

10. Line

One or more adjacent running tracks forming a route between two points. Where a section of network comprises two or more lines running alongside one another, there are as many lines as routes to which tracks are allotted exclusively.

11. Average length of line operated throughout the year

The length of line used for traffic throughout the reported year (including lines operated jointly with other railway enterprises) plus the average length of lines opened or closed during the year (weighted by the number of days they have been operated).

The total length of line operated is the length operated for passenger or goods transport, or both. When a line is operated simultaneously by several enterprises it will be counted only once.

12. Electrified line

Line with one or more electrified running tracks. Sections of lines adjacent to stations that are electrified only to permit shunting and not electrified as far as the next stations are to be counted as non-electrified lines.

13. Types of electric power

The following types of electric current are in use:

-- AC	25 000 Volts, 50 Hz
	15 000 Volts, 16 $^{2}/_{3}$ Hz
-- DC	3 000 Volts
	1 500 Volts
	750 Volts
	660 Volts
	630 Volts

14. Maximum operating speed

The highest speed allowed on commercial service taking into account technical characteristics of the infrastructure.

II. TRANSPORT EQUIPMENT (VEHICLE)

01. Railway vehicle

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

The following vehicles are included in the statistics for a principal railway enterprise:

a) All railway vehicles belonging to the principal railway enterprise and hired by it and actually at its disposal, including those under or waiting for repair, or stored in working or non working-order, and foreign vehicles at the disposal of the system and vehicles of the enterprise temporarily engaged in the normal course of running abroad, or upon secondary railway enterprises network.

b) Private owners' wagons, i.e. those not belonging to the principal railway enterprise but registered on it and authorized to run on it under specified conditions, together with wagons hired out by the railway enterprise to private persons and being operated as private owners' wagons.

Statistics for a principal railway enterprise exclude vehicles not at its disposal, i.e.

a) Foreign or secondary railway enterprise vehicles temporarily on railway lines of the principal railway enterprise in the normal course of running.

b) Vehicles which are on hire to, or otherwise at the disposal of, or other railway enterprises.

c) Vehicles reserved exclusively for service transport, or intended for sale, braking-up or condemning.

02. Tractive vehicle

A vehicle equipped with prime mover and motor, or with motor only, intended solely for hauling other vehicles (a "locomotive") or for both hauling other vehicles and for the carriage of passengers and/or goods (a "railcar").

03. Locomotive

Railway vehicle equipped with prime mover and motor or with motor only used for hauling railway vehicles.

Only vehicles with a power of 110 kW and above at the draw hook are classed as locomotives; vehicles with less power being described as "light rail motor tractors" are excluded. Light rail motor tractor is low power tractive unit used for shunting or for work trains and short-distance

or low-tonnage terminal services.

The special non-passenger tractive units for high speed trains are included, even when these vehicles are part of an indivisible set.

04. Steam locomotive

Locomotive, whether cylinder or turbine driven, in which the source of power is steam irrespective of the type of fuel used.

05. Electric locomotive

Locomotive with one or more electric motors, deriving current primarily from overhead wires or conductor rails or from accumulators carried on the locomotive. A locomotive so equipped which has also an engine (diesel or other) to supply current to the electric motor when it cannot be obtained from an overhead wire or from a conductor rail is classed as an electric locomotive.

06. Diesel locomotive

Locomotive, the main source of power of which is a diesel engine, irrespective of the type of transmission installed. However, diesel-electric locomotives equipped to derive power from an overhead wire or from a conductor rail are classed as electric locomotives.

07. Railcar

Railway vehicle with motor constructed for the conveyance of passengers or goods by rail. The definition of the various categories of locomotives (electric, diesel) apply, mutatis mutandis, to railcars.

In motor vehicle statistics, each railcar in an indivisible set is counted separately; in statistics of passenger vehicles and goods vehicles, each body fitted to carry passengers or goods is counted as a unit.

08. Passenger railway vehicle

Railway vehicle for the conveyance of passengers, even if it comprises one or more compartments or spaces specially reserved for luggage, parcels, mail, etc.

These vehicles include special vehicles such as sleeping cars, saloon cars, dining cars and ambulance cars. Each separate vehicle of an indivisible set for the conveyance of passengers is counted as a passenger railway vehicle.

09. Coach

Passenger railway vehicle other than a railcar or a railcar trailer.

10. Railcar trailer

Passenger railway vehicle coupled to one or more railcars.

11. Carrying capacity of passenger vehicle

The number of seats and berths and the number of authorized standing places available in a passenger vehicle when performing the service for which it is intended.

12. Van

Railway vehicle without motor forming part of a passenger or goods train and used by the train crew as well as, if need be, for the conveyance of luggage, parcels, bicycles, etc.

Vehicles possessing one or more passenger compartments must not be counted as vans but as passenger carriages. Mail vans, belonging to railway enterprises, are included under vans when they do not have a passenger compartment.

13. Wagon

Railway vehicle normally intended for the transport of goods.

Railcars and railcar trailers fitted only for the conveyance of goods are included.

14. Privately-owned wagon

Private owners' wagons, i.e. not belonging to the principal railway enterprise, but registered on and authorized to run on it under specified conditions, together with wagons hired out by the railway enterprise to third parties (private persons), and being operated as private owners' wagons.

15. Covered wagon

Wagon characterized by its closed construction (solid sides all the way up and roof) and by the safety it provides for the goods conveyed in it (possibility of padlocking and sealing).

Wagons with opening roof as well as insulated and refrigerated are included.

16. Insulated wagon

Covered wagon of which the body is built with insulating walls, doors, floor and roof, by which the heat exchanges between the inside and outside of the body can be so limited that the overall coefficient of heat transfer (K coefficient), is such that the equipment is assignable to one or other of the following two categories:

I_N = Normally insulated equipment - characterized by a K coefficient equal to or less than $0.7\ W/m^2\ ^oC$

I_R = Heavily insulated equipment - characterized by a K coefficient equal to or less than $0.4\ W/m^2\ ^oC$

17. Refrigerated wagon

Insulated wagon using a source of cold (natural ice, with or without the addition of salt; eutectic plates; dry ice, with or without sublimation control; liquefied gases, with or without evaporation control; etc.) other than a mechanical or "absorption" unit.

Such a wagon is capable, with a mean outside temperature of + 30° C, of lowering the temperature inside the empty body to, and thereafter maintaining it :

- at + 7° C maximum in the case of class A;
- at -10° C maximum in the case of class B;
- at -20° C maximum in the case of class C; and
- at 0° C maximum in the case of class D,
with the aid of appropriate refrigerants and fittings.

18. Mechanically refrigerated wagon

Insulated wagon either fitted with its own refrigerating appliance, or served jointly with other units of transport equipment by such an appliance (mechanical compressor, "absorption" unit, etc.).

Such a wagon shall be capable, with a mean outside temperature of + 30°C, of lowering the temperature inside the empty body to, and thereafter maintaining it continuously in the following manner at any desired practically constant value t_1 in conformity with the standards defined below for the three classes:

Class A. Mechanically refrigerated wagon fitted with a refrigerating appliance such that t1 may be chosen between +12°C and 0° C inclusive.

Class B. Mechanically refrigerated wagon fitted with a refrigerating appliance such that t1 may be chosen between +12° C and -10° C inclusive.

Class C. Mechanically refrigerated wagon fitted with a refrigerating appliance such that t1 may be chosen between +12° C and -20° C inclusive.

19. Heated wagon

Insulated wagon fitted with a heat-producing appliance.

Such a wagon is capable of raising the temperature inside the empty body to, and thereafter maintaining it for not less than 12 hours without renewal of supply at, a practically constant value of not less than +12° C when the mean outside temperature of the body is that indicated for the two classes:

Class A. Heated equipment for use when the mean outside temperature is - 10°C; and,

Class B. Heated equipment for use when the mean outside temperature is - 20° C.

20. High sided wagon

Wagon with no roof and with rigid sides higher than 60 cm.

21. Flat wagon

Wagon without roof or sides, or wagon without roof but with sides not higher than 60 cm, or swing-bolster wagon, of ordinary or special type.

Wagons designed exclusively to carry containers, swap-bodies or goods vehicles are excluded.

22. Tank wagon

Wagon designed for the bulk transport of liquids or gases.

23. Silo wagon

Wagons for the transport in bulk of powdered products such as cement, flower, plaster etc.

24. Wagon for combined transport

[to be defined later]

25. Carrying capacity of wagon

The carrying capacity of wagon is the maximum authorized weight it can carry.

III. ENTERPRISES, ECONOMIC PERFORMANCE AND EMPLOYMENT

01. Principal railway enterprise

Enterprise owning and/or operating the largest network(s) in the country.

The following are considered as principal enterprises:

Austria:	*Austrian Federal Railways (OBB)*
Belgium:	*Belgian National Railway Company (SNCB/NMBS)*
Belarus:	*Belarus Railways (BC)*
Bosnia and Herzegovina:	*Bosnian Railways (ZBH)*
Bulgaria:	*Bulgarian State Railways (BDZ)*
Canada:	*Canadian Pacific (CP)*
Croatia:	*Croatian Railways (HZ)*
Czech Republic:	*Ceske Drahy (CD)*
Denmark:	*Danish State Railways (DSB)*
Finland:	*Finnish State Railways (VR)*
France:	*French National Railway Company (SNCF)*
Germany:	*German Federal Railway, German State Railway (DB)*
Greece:	*Hellenic Railways Organisation (CH)*
Hungary:	*Hungarian State Railways (GYSEV/ROEE)*
Ireland:	*Irish Transport Company (CIE)*
Italy:	*Italian State Railways (FS)*
Latvia:	*Latvian State Railways (LDZ)*
Lithuania:	*Lithuanian Railways (LG)*
Luxembourg:	*Luxembourg National Railway Company (CFL)*
Netherlands:	*Netherlands Railways (NS)*
Norway:	*Norwegian State Railways (NSB)*
Poland:	*Polish State Railways (PKP)*
Portugal:	*Portuguese Railways (CP)*
Romania:	*Rumanian Railways (CFR)*

Russian Federation:	*Ministry of the Railways of the Russian Federation*
Slovak Republic:	*Zeleznice Slovenskej Republiky (ZSR)*
Slovenia:	*Slovenian Railways (SZ)*
Spain:	*Spanish National Railway System (RENFE)*
Sweden:	*Swedish State Railways (SJ)*
	Swedish National Rail Administration (BV)
Switzerland:	*Swiss Federal Railways (CFF)*
Turkey:	*Turkish Republic State Railways (TCDD)*
USA:	*Association of American Railroads (AAR)*
	All class I line-haul railway enterprises[1]
Ukraine:	*Ukrainian Railways (UZ)*
United Kingdom:	*British Railways (BR), Northern Ireland Railways (NIR)*
FR Yugoslavia:	*Jugoslav Railways (JZ)*

Urban services operated by principal railway enterprises are included.

02. Secondary railway enterprise

Railway enterprise other than principal which carries out transport operations for the public.

Lines solely used for turistic purposes during the season are excluded as are railways constructed solely to serve mines, forests or other industrial or agricultural undertakings. Urban services operated by secondary railway enterprises are included.

03. Urban railway enterprise

Railway enterprise wholly operating urban, suburban or similar lines within the boundaries of one or more built-up areas.

Data on such enterprises must be separated from data on principal and secondary enterprises.

04. Employment

Average number of persons working during the given period in a railway enterprise, as well as persons working outside the enterprise but who belong to it and are directly paid by it.

Statistics should include the staff employed for performing all principal and ancillary activities of the enterprise (railway operation, renewal, new construction, road and shipping services, electricity generation, hotels and restaurants etc.).

[1] Class I line-haul railways account for some 83 per cent of total route miles and 97 per cent of freight carryings. The statistics should also take account of the operation and traffic of the National Railroad Passenger Corporation (AMTRAK) and the Auto-Train Corporation The former is responsible for the greater part of inter-city train service on US railways, while the sole function of the later is to carry passengers and their motor-cars on a non-stop service between Washington D.C. and Sanford, Florida.

05. Types of employment

The main categories of employment being considered are:

-- General administration
Includes central and regional management staff (e.g. finance, legal, personnel etc.) and boards of directors.

The management staff of specialist departments (operations and traffic, traction and rolling stock, ways and works) are excluded but are taken into account in the statistics specific to each of these services.

-- Operations and traffic
Station staff, train crews (excluding locomotive crews) and associated central and regional offices. Includes tourism and advertising.

-- Traction and rolling stock
Locomotive crews, workshop, inspection staff and associated central and regional offices.

-- Way and works
Permanent way maintenance and supervision staff.

-- Other operation
Passenger and goods road services, shipping services, electric power plants, hotel staff etc.

06. Turnover

Total amount invoiced by the railway enterprise during the period under review. This corresponds to market sales of goods or services supplied to third parties. Turnover includes all duties and taxes on the goods or services invoiced by the enterprise with the exception of VAT invoiced by the unit vis-a-vis its customers. It also includes all other charges to the customers. Reduction in prices, rebates and discounts as well as the value of returned packing must be deducted, but not cash discounts.

Turnover does not include sales of fixed assets. Operation subsidies received from public authorities are also excluded.

07. Revenues

Amounts expressed in monetary units which are entered in the accounts as credit to the railway enterprise.

08. Types of revenues

The main categories of revenues to be considered are:

-- Revenues from transport operations
This category includes goods and passenger traffic revenues.

-- Amounts received from the State or other public bodies
This category includes compensation receipts and other subsidies.

-- Other revenues
This category includes revenues not related to transport activities, e.g. financial revenues etc.

09. Costs

The amount of available resources spent by the railway enterprise in conjunction with an operation or service, or with a series of operations and services.

10. Types of costs

The main categories of costs being considered are:

-- Labour costs
Including wages and salaries of active staff, pensions, various social charges etc.

-- Material and service costs
Including purchase of other material and services provided by third parties but excludes energy consumption costs for traction purposes.

-- Energy consumption costs
Including amounts allocated for the quantity of energy for traction purposes.

-- Taxes

-- Financial charges

-- Other costs
Including amounts allocated to depreciation and provisions etc.

11. Value added

Gross output of the railway enterprise less the value of its intermediate consumption. Value added of domestic production of all railway enterprises in a country is equal to their contribution to the GDP of that country.

It is understood that Value Added, in this context, is expressed in market prices.

12. Tangible investment

The outlay (purchases and own account production) of railway enterprises on additions of new and used capital goods (commodities) to their stocks of fixed capital assets less their net sales of similar second-hand and scrapped goods.

The contribution of all railway enterprises to the gross fixed capital formation of a country is equal to the total of their tangible investments less the balance between the purchase and sale of land.

13. Investment expenditure on infrastructure

Expenditure on new construction and extension of existing infrastructure, including reconstruction, renewal and major repairs of infrastructure.

Infrastructure includes land, permanent way constructions, buildings, bridges and tunnels, as well as immovable fixtures, fittings and installations connected with them (signalling, telecommunications, catenaries, electricity sub-stations, etc.) as opposed to rolling stock.

14. Investment expenditures on rolling stock

Expenditure for purchase of the new railway vehicles.

15. Maintenance expenditure on infrastructure

Expenditure for keeping infrastructure in working order.

16. Maintenance expenditure on rolling stock

Expenditure for keeping railway vehicles in working order

IV. TRAFFIC

01. Railway traffic

Any movement of a railway vehicle on lines operated.

When a railway vehicle is been carried on another vehicle only the movement of the carrying vehicle (active mode) is considered.

02. Shunting

Operation of moving a rail vehicle or set of rail vehicles inside a railway station or other railway installations (depot, workshop, marshalling yard, etc.)

03. Railway traffic on national territory

Any movement of railway vehicles within a national territory irrespective of the country in which these vehicles are registered.

04. Railway journey

Any movement of a railway vehicle from a specified point of origin to a specified point of destination.

A journey can be divided into a number of sections or stages.

05. Train

One or more railway vehicles hauled by one or more locomotives or railcars, or by one railcar 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.

06. Types of train

The main categories being considered are:

-- Goods train: Train made up of one or more wagons and, possibly, vans moving either empty or under load.
-- Passenger train: Train for the carriage of passengers composed of one or more passenger railway vehicles and, possibly, vans moving either empty or under load.
-- Mixed train: Train composed of passenger railway vehicles and of wagons.
-- Other trains: Trains moving solely for the requirements of the railway enterprise, which involve no commercial traffic.

07. Train-kilometre

Unit of measure representing the movement of a train over one kilometre.

The distance to be covered is the distance actually run.

08. Tractive vehicle-kilometre

Unit of measure representing any movement of a tractive vehicle over a distance of one kilometre.

Tractive vehicles running light and shunting are included.

09. Hauled vehicle-kilometre

Unit of measure representing any movement of a hauled vehicle over one kilometre.

Railcars movement are included. Shunting movements are excluded.

10. Tonne-kilometre offered

Unit of measure representing the movement of one tonne available in a wagon when performing services for which it is primarily intended over one kilometre.

The distance to be considered is that actually run. Shunting and other similar movements are excluded.

11. Wagon-kilometre

Unit of measure representing any movement of a wagon loaded or empty over a distance of one kilometre.

The distance to be considered is that actually run. Shunting and other similar movements are excluded. All wagon journeys are included irrespective of the ownership of the wagon.

12. Seat-kilometre offered

Unit of measure representing the movement of one seat available in a passenger railway vehicle when performing the services for which it is primarily intended over one kilometre.

The distance to be considered is that actually run. Shunting and other similar movements are excluded.

13. Gross-gross tonne-kilometre hauled

Unit of measure representing the movement over a distance of one kilometre of one tonne of rail vehicle including the weight of tractive vehicle.

Weight of vehicle, of its load and tractive unit are all included.

14. Gross tonne-kilometre hauled

Unit of measure representing the movement over a distance of one kilometre of one tonne of vehicle and contents excluding the weight of tractive vehicle.

The weight of railcars is included.

V. TRANSPORT MEASUREMENT

01. Rail transport

Any movement of goods and/or passengers using a railway vehicle on a given railway network.

When a railway vehicle is being carried on another rail vehicle only the movement of the carrying vehicle (active mode) is being considered.

02. Types of rail transport

The main categories are:

- Revenue earning rail transport: Transport conveyed for an outside party against payment.
- Service rail transport: Transport which the railway enterprise performs in order to meet its internal requirements whether or not such transport produces revenues for bookkeeping purpose.

03. National rail transport

Rail transport between two places (a place of loading and a place of unloading) located in the same country irrespective of the country in which the railway vehicles were registered. It may involve transit through a second country.

04. International rail transport

Rail transport between two places (a place of loading and a place of unloading) in two different countries. It may involve transit through one or more additional countries.

05. Rail transit

Rail transport in the same railway vehicle through a country between two places (a place of loading and a place of unloading) both located in another country or in other countries

Wagons loaded/unloaded at the frontier of that country onto/from another mode of transport are included.

06. Rail passenger

Any person, excluding members of train crew, who makes a journey by railway vehicle.

Passenger making a journey by railway operated ferry or bus services are excluded.

07. Paying rail passenger

Passenger holding a ticket which has been paid for.

08. Rail passenger-kilometre

Unit of measure representing the transport of one rail passenger by rail over a distance of one kilometre.

The distance to be taken into consideration should be the distance actually run by the passenger on the concerned network. If it is not available, then the distance charged or estimated should be taken into account.

09. Purpose of rail passenger journey

The reasons for undertaking the journey are:

-- Work and education (Commuting)
-- Business
-- Holidays (vacation)
-- Other (Shopping, leisure, family)

10. Rail passenger embarked

Passenger who boards a rail vehicle to be conveyed by it.

A transfer from one rail vehicle to another is not regarded as embarkment even if the passenger changes trains during a journey.

11. Rail passenger disembarked

A passenger alighting from a rail vehicle after having been conveyed by it.

A transfer from one rail vehicle to another is not regarded as disembarkment even if the passenger changes trains during a journey.

12. Rail passenger journey

The combination between the place of embarkment and the place of disembarkment of the passengers conveyed by rail whichever itinerary is followed.

Places are defined by using international classification systems such as NUTS (Nomenclature of Territorial Units for Statistics - EUROSTAT).

13. Place of embarkment

The place taken into account is the place in which a railway passenger takes seat in the railway vehicle to be conveyed by it.

A transfer from one rail vehicle directly to another is not regarded as disembarkment/ embarkment even if the passenger changes trains during a journey. However, if during the transfer another mode of transport is used, this is to be regarded as disembarkment from a rail vehicle followed by a subsequent embarkment on a rail vehicle.

14. Place of disembarkment

The place taken into account is the place in which a railway passenger leaves the rail vehicle after being conveyed by it.

A transfer from one rail vehicle to another is not regarded as embarkment/ disembarkment even if the passenger changes trains during a journey. However, if during the transfer another mode of transport is used, this is to be regarded as disembarkment from a rail vehicle followed by a subsequent embarkment on a rail vehicle.

15. Goods carried by rail

Any goods moved by rail vehicles.

This includes all packaging and equipment, such as containers, swap-bodies or pallets as well as road goods vehicles carried by rail.

16. Consignment

Collection of goods transported under cover of the same transport document in accordance with regulations or tariffs in force where they exist.

17. Types of consignment

The main categories are:

- Full train load: Any consignment comprising one or several wagon loads 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 wagon load: Any consignment of goods for which the exclusive use of a wagon is required whether the loading capacity is utilized or not;
- Smalls: Any consignment for which it is neither necessary nor required that a wagon be used exclusively.

18. Weight

The weight to be taken into consideration is the gross-gross weight of goods.

This includes the total weight of the goods, all packaging, and tare-weight of the container, swap-body and pallets containing goods as well as road goods vehicles carried by rail. When this tare-weight is excluded, the weight is the gross weight.

19. Tonne-kilometre by rail

Unit of measure of goods transport which represents the transport of one tonne of goods by rail over a distance of one kilometre.

The distance to be covered is the distance actually run on the considered network.

20. Categories of goods carried by rail

The categories of goods carried by rail are those defined by the NST/R nomenclature (Standard Goods Nomenclature for Transport Statistics/revised - EUROSTAT) or CSTE nomenclature (Commodity Classification for Transport Statistics in Europe - UN/ECE).

21. Hazardous goods

The classes of hazardous goods carried by rail are those defined by the International Regulations concerning the Carriage of Dangerous Goods by Rail (RID).

22. Goods loaded

Goods placed on a rail vehicle and dispatched by rail.

Unlike in road and inland waterway transport, transhipments from one rail vehicle to another and change of tractive vehicle are not regarded as loading after unloading.

23. Goods unloaded

Goods taken off a rail vehicle after transport by rail.

Unlike in road and inland waterway transport, transhipments from one rail vehicle to another and change of tractive vehicle are not regarded as unloading before reloading.

24. Goods having left the country by rail (other than goods in transit by rail throughout)

Goods loaded on a reporting railway network and transported by rail to be unloaded in a foreign country.

Wagons loaded on a railway network and carried by ferry to a foreign network are included.

25. Goods having entered the country by rail (other than goods in transit by rail throughout)

Goods loaded on a foreign railway network and transported by rail on the reporting railway network for unloading in the country of this reporting network.

Wagons loaded on a foreign railway network and carried by ferry to the reporting network are included.

26. Goods in transit by rail throughout

Goods loaded on a foreign railway network for a destination on a foreign railway network which are transported on the reporting railway network.

Wagons entering and/or leaving the reporting network by ferry are included.

27. Goods rail transport link

The combination of the place of loading and the place of unloading of the goods transported by rail whichever the itinerary is followed.

Places are defined by using international classification, such as NUTS (Nomenclature of Territorial Units for Statistics - EUROSTAT).

28. Place of loading

The place taken into account is the place in which the goods are loaded on a rail vehicle to be transported by it.

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

29. Place of unloading

The place taken into account is the place in which the goods are unloaded from a rail vehicle after being transported by it.

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

VI. ENERGY CONSUMPTION

01. Energy consumption by rail transport

Final energy consumed by tractive vehicles for both traction and heating.

02. Tonne of oil equivalent (TOE)

Unit of measurement of energy consumption : 1 TOE = 0.041868 TJ.

Conversion factors adopted by the International Energy Agency (IEA) for 1991 are the following:

- *Motor gasoline* 1.070
- *Gas/diesel oil* 1.035
- *Heavy fuel oil* 0.960
- *Liquefied petroleum gas* 1.130
- *Natural gas* 0.917

The conversion factor used by the IEA for electricity is: 1 TWh = 0.086 Mtoe.

03. Joule

Unit of measurement of energy consumption:
1 terajoule = 10^{12} J = 2.78 x 10^{5} kWh,
1 terajoule = 23.88459 TOE.

04. Motor gasoline (petrol)

Light hydrocarbon oil for use in internal combustion engines, excluding those in aircraft.

Motor gasoline is distilled between 35° C and 215°C and treated by reforming, catalytic cracking or blending with an aromatic fraction to reach a sufficiently high octane number (_80 RON).

Calorific value: 44.8 TJ/1 000 t.

05. Gas/diesel oil (distillate fuel oil)

Oil obtained from the lowest fraction from atmospheric distillation of crude oil.

Gas/diesel oil includes heavy gas oils obtained by vacuum re-distillation of the residual from atmospheric distillation. Gas/diesel oil distils between 200°C and 380°C, with less than 65 per cent in volume at 250°C, including losses, and 80 per cent or more at 350°C. The flashpoint is always above 50°C and their density is higher than 0.81. Heavy oils obtained by blending are grouped together with gas oils, provided that their kinematic viscosity does not exceed 25 cST at 40 ° C.

Calorific value: 43.3 TJ/1 000 t.

06. Heavy fuel oil (residual)

Heavy oil that makes up the distillation residue.

This comprises all residual fuel oils (including those obtained by blending). The viscosity of heavy fuel oils is above 25 cST at 40°C. The flashpoint is always above 50°C and their density is higher than 0.90.

07. Liquefied petroleum gases (LPG)

Light hydrocarbons of the paraffin series which are derived solely from the distillation of crude oil.

The LPG comprise propane and butane or a mixture of these two hydrocarbons. They can be liquefied under low pressure (5-10 atmospheres). In the liquid state and at a temperature of 38°C they have a relative vapour pressure less than or equal to 24.5 bars. Their specific gravity ranges from 0.50 to 0.58.

08. Hard coal

A black, natural fossil organic sediment with a gross calorific value of more than 23 860 kJ/kg (5 700 kcal/kg) in the ash-free condition and with the moisture content obtaining at a temperature of 30° C and relative air humidity of 96 per cent, and with a mean random reflectance of vitrinite of at least 0.6.

09. Brown coal -- Lignite

A non-agglomerating coal with a gross calorific value of less than 23 860 kJ/kg (5 700 kcal/kg) in a condition free of wet ash and containing more than 31 per cent volatile matter on a dry mineral free basis.

10. Electric power

Energy produced by hydro-electric, geothermal, nuclear and conventional thermal power stations, excluding energy produced by pumping stations, measured by the calorific value of electricity (3.6 TJ/GWh).

Pumping station is a power station with a reservoir which is filled by the use of pumps.

B

ROAD TRANSPORT

I. INFRASTRUCTURE

01. Road

Line of communication (travelled way) using a stabilized base other than rails or air strips open to public traffic, primarily for the use of road motor vehicles running on their own wheels.

Included are bridges, tunnels, supporting structures, junctions, crossings and interchanges. Toll roads are also included. Excluded are dedicated cycle paths.

02. Road network

All roads in a given area.

03. Category of road

Classification of the road network according to a) administration responsible for its construction, maintenance and/or operation; b) according to design standards or,
c) according to the users allowed to have access on the road.

04. Motorway

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

(a) is provided, except at special points or temporarily, with separate carriageways for the two directions of traffic, separated from each other, either by a dividing strip not intended for traffic, or exceptionally by other means;

(b) does not cross at level with any road, railway or tramway track, or footpath;

(c) is specially sign-posted as a motorway and is reserved for specific categories of road motor vehicles.

Entry and exit lanes of motorways are included irrespectively of the location of the sign-posts. Urban motorways are also included.

05. Urban road

A road within the boundaries of a built-up area, which is an area with entries and exits specially sign-posted as such.

06. E road

The international "E" network consists of a system of reference roads as laid down in the European Agreement on Main International Arteries, Geneva, 15 November 1975 and its amendments.

07. Carriageway

Part of the road intended for the movement of road motor vehicles; the parts of the road which form a shoulder for the lower or upper layers of the road surface are not part of the roadway, nor are those parts of the road intended for the circulation of road vehicles which are not self-propelled or for the parking of vehicles even if, in case of danger, they may occasionally be used for the passage of motor vehicles. The width of a carriageway is measured perpendicularly to the axis of the road.

08. Lane

One of the longitudinal strips into which a carriageway is divisible, whether or not defined by longitudinal road markings, which is wide enough for one moving line of motor vehicles other than motor cycles.

09. Tramway

Line of communication made up by a pair of rails designed for use by trams (street cars).

This includes both tramway laid down on the road used by other road motor vehicles as well as tramway running separately from the road.

II. TRANSPORT EQUIPMENT (VEHICLES)

01. Road vehicle

A vehicle running on wheels and intended for use on roads.

02. Stock of road vehicles

Number of road vehicles registered at a given date in a country and licensed to use roads open to public traffic.

This includes road vehicles exempted from annual taxes or license fees; it also includes imported second-hand vehicles and other road vehicles according to national practices. The statistics should exclude military vehicles.

03. National road vehicle

A road vehicle registered in the reporting country and bearing registration plates of that country, or having been separately registered (trams, trolleybuses, etc.).

Where registration of a road vehicle does not apply in a specific country, a national road vehicle is a vehicle owned or leased by a company tax resident in that country.

04. Foreign road vehicle

A road vehicle registered in a country other than the reporting country and bearing registration plates of that foreign country.

05. Road motor vehicle

A road vehicle fitted with an engine whence it derives its sole means of propulsion, which is normally used for carrying persons or goods or for drawing, on the road, vehicles used for the carriage of persons or goods.

The statistics exclude motor vehicles running on rails.

06. Passenger road vehicle

A road vehicle designed, exclusively or primarily, to carry one or more persons.

Vehicles designed for the transport of both passengers and goods should be classified either among the passenger road vehicles or among the goods road vehicles, depending on their primary purpose, as determined either by their technical characteristics or by their category for tax purposes.

07. Cycle

A road vehicle which has two or more wheels and is propelled solely by the muscular energy of the persons on that vehicle, in particular by means of a pedal system, lever or handle (e.g. bicycles, tricycles, quadricycles and invalid carriages).

08. Passenger road motor vehicle

A road motor vehicle, exclusively designed or primarily, to carry one or more persons.

Vehicles designed for the transport of both passengers and goods should be classified either among the passenger road vehicles or among the goods road vehicles, depending on their primary purpose, as determined either by their technical characteristics or by their category for tax purposes.

09. Types of passenger road motor vehicle

These vehicles may be classified according to the type of energy used by the motor, the main ones being:

-- Gasoline (petrol)
-- Diesel
-- Gas-powered
-- Electricity
-- Other

10. Moped

Two- or three-wheeled road vehicle which is fitted with an engine having a cylinder capacity of less than 50cc (3.05 cu.in) and a maximum authorized design speed in accordance with national regulations.

11. Motorcycle

Two-wheeled road motor vehicle with or without side-car, including motor scooter, or three-wheeled road motor vehicle not exceeding 400 kg (900 lb) unladen weight. All such vehicles with a cylinder capacity of 50 cc or over are included, as are those under 50 cc which do not meet the definition of moped.

12. Passenger car

Road motor vehicle, other than a motor cycle, intended for the carriage of passengers and designed to seat no more than nine persons (including the driver).

The term "passenger car" therefore covers microcars (need no permit to be driven), taxis and hired passenger cars, provided that they have fewer than ten seats. This category may also include pick-ups.

13. Caravan

Road vehicle not intended for the carriage of passengers and/or goods and designed to be hauled by passenger car.

The term caravan, therefore, includes road vehicles intended mainly for recreational purposes.

14. Motor-coach or bus

Passenger road motor vehicle designed to seat more than nine persons (including the driver).

Statistics also include mini-buses designed to seat more than 9 persons (including the driver).

15. Trolleybus

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

This term covers vehicles which are sometimes used as trolleybuses and sometimes as buses (since they have an independent motor).

16. Tram (street-car)

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.

17. Number of seats/berths in motor coaches, buses and trolleybuses

Number of seats/berths, including the driver's, available in the vehicle when it is performing the service for which it is primarily intended.

In case of doubt, the highest number of seats/berths available should be taken into account.

18. Goods road vehicle

Road vehicle designed, exclusively or primarily, to carry goods.

Vehicles designed for the transport of both passengers and goods should be classified either among the passenger road vehicles or among the goods road vehicles, depending on their primary purpose, as determined either by their technical characteristics or by their category for tax purposes.

19. Types of body of goods road vehicle

Classification of goods road vehicles by types of their superstructures. The following classification of types of bodies of goods road vehicles are considered:

-- Ordinary open box (1)
  - with cover
  - flat
-- Tipper (2)
-- Tanker (3)
  - solid bulk
  - liquid bulk
-- Temperature controlled box (4)
-- Other closed box (5)
-- Skeletal Container and Swap-body transporter (6)
-- Livestock transporter (7)
-- Others (8)

20. Goods road motor vehicle

Any single road motor vehicle designed to carry goods (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).

21. Lorry

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

This category includes vans which are rigid road motor vehicles designed exclusively or primarily to carry goods with a gross vehicle weight of not more than 3 500 kg. This category may also include "pick-ups".

22. Road tractor

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

Agricultural tractors are excluded.

23. Agricultural tractors

Motor vehicle designed exclusively or primarily for agricultural purposes whether or not permitted to use roads opened to public traffic.

24. Trailer

Goods road vehicle designed to be hauled by a road motor vehicle.

This category exclude agricultural trailers and caravans.

25. Agricultural trailer

Trailer designed exclusively or primarily for agricultural purposes and to be hauled by agricultural tractor, whether or not permitted to use roads opened to public traffic.

26. 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 the road tractor.

27. Articulated vehicle

Road tractor coupled to a semi-trailer.

28. Road train

Goods road motor vehicle coupled to a trailer

Articulated vehicle with a further trailer attached is included.

29. Special purpose road vehicle

Road vehicle designed for purposes other than the carriage of passengers or goods.

This category includes e.g. fire brigade vehicles, ambulances, mobile cranes, self-propelled rollers, bulldozers with metallic wheels or track, vehicles for recording film, radio and TV programmes, mobile library vehicles, towing vehicles for vehicles in need of repair, and other road vehicles not specified elsewhere.

30. Load capacity

Maximum weight of goods declared permissible by the competent authority of the country of registration of the vehicle.

31. Gross vehicle weight (Legally permissible maximum weight)

Total of the weight of the vehicle (or combination of vehicles) including its load when stationary and ready for the road declared permissible by the competent authority of the country of registration.

This includes the weight of the driver and of all persons carried at the same time.

32. Age of road vehicle

Length of time after the first registration of the road vehicle, irrespective of the registering country.

III. ENTERPRISES, ECONOMIC PERFORMANCE AND EMPLOYMENT

01. Transport for hire or reward

The carriage for remuneration, of persons or goods, on behalf of third parties.

02. Transport on own account

Transport which is not for hire or reward.

03. Enterprise

Institutional unit or smallest combination of institutional units that encloses and directly or indirectly controls all necessary functions to carry out its production activities[2].

The requirements of an enterprise are that it has one ownership or control. It can, however, be heterogenous with regard to its economic activity as well as to its location.

04. Road transport enterprise

Enterprise carrying out in one or more places activities for the production of road transport services using road vehicles and whose main activities according to the value added is road transport.

In terms of activity classifications the following classes are involved:

- *ISIC/Rev.3[3] : Division 60, Group 602 - Other land transport;*
  Class 6021 - Other scheduled passenger land transport,
  Class 6022 - Other non-scheduled passenger land transport;
  Class 6023 - Freight transport by road;

- *NACE/Rev.1[4]: Division 60, Group 602; Urban and road transport*
  Class 60.21- Scheduled passenger transport;
  Class 60.22 - Taxi operation;
  Class 60.23 - Other road passenger transport;
  Class 60.24 - Freight transport by road.

Even those enterprises without salaried employees are taken into account. Only units, which actually carry out an activity during the reference period should be considered. "Dormant" units or those not yet having begun their activity are excluded.

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[2]ISIC/Rev.3 - International Standard Industrial Classification of All Economic Activities, Statistical Papers, Series M, No.4, Rev.3, United Nations, 1990.
[3]ISIC/Rev.3 - International Standard Industrial Classification of All Economic Activities, Statistical Papers, Series M, No.4, Rev.3, United Nations, 1990.
[4]NACE/Rev.1 - Statistical Classification of Economic Activities in the European Communities, Official Journal, No. L 83, 3 April, 1993.

05. Road passenger transport enterprise

Road transport enterprise offering and performing services in the transport of one or more persons (passengers), not including the driver, and whose main activities in the field of road transport, according to value-added, is road passenger transport.

06. Road goods transport enterprise

Road transport enterprise offering and performing services in the transport of goods, whose main activity in the field of road transport, according to value-added, is road goods transport.

07. Urban road passenger enterprise

Road passenger transport enterprise performing urban, metropolitan or similar scheduled or non-scheduled transport services within the boundaries of one or more built-up areas and whose main activities in the field of road passenger transport, according to value-added, is urban road passenger transport.

08. Public road transport enterprise

Road transport enterprise which is principally owned (greater than 50 % of the capital) by the State or public authorities and their enterprises.

09. Employment

Average number of persons working during the given period in a road transport enterprise (inclusive of working proprietors, partners working regularly in the enterprise and unpaid family workers), as well as persons working outside the enterprise but who belong to it and are directly paid by it.

10. Turnover

Total amount invoiced by the road transport enterprise during the period under review. This corresponds to market sales of goods or services supplied to third parties. Turnover includes all duties and taxes on the goods or services invoiced by the enterprise with the exception of VAT invoiced by the unit vis-a-vis its customer. It also includes all other charges ascribed to the customer. Reduction in prices, rebates and discounts as well as the value of returned packing must be deducted, but not cash discounts.

Turnover does not include sales of fixed assets. Operating subsidies received from public authorities are also excluded.

11. Revenues

Amounts expressed in monetary units which are entered in the accounts as credit to the road transport enterprise.

12. Types of revenues

The main categories of revenues to be considered are:

-- Revenues from transport operations
This category includes goods and passenger traffic revenues.

-- Amounts received from the State or other public bodies
This category includes compensation receipts and other subsidies.

-- Other revenues
This category includes revenues not related to transport activities, e.g. financial revenues etc.

13. Costs

The amount of available resources spent by the road transport enterprise in conjunction with an operation or service, or with a series of operations and services.

14. Types of costs

The main categories of costs being considered are:

-- Labour costs
Including wages and salaries of active staff, pensions, various social charges , etc.

-- Material and service costs
Including purchase of other material and services provided by third parties, but excludes energy consumption costs.

-- Energy consumption costs

-- Taxes

-- Financial charges

-- Other costs
Including amounts allocated to depreciation and provisions etc.

15. Value added

Gross output of the road transport enterprise less the value of its intermediate consumption. Value added of domestic production of all road transport enterprises in a country is equal to their contribution to the GDP of that country.

It is understood that Value added, in this context, is expressed in market prices.

16. Tangible investment

The outlay (purchases and own account production) of road transport enterprises on additions of new and used capital goods (commodities) to their stocks of fixed capital assets less their net sales of similar second-hand and scrapped goods.

The contribution of all road transport enterprises to the gross fixed capital formation of a country is equal to the total of their tangible investment less the balance between the purchase and sale of land.

17. Investment expenditure on roads

Expenditure on new construction and extension of existing roads, including reconstruction, renewal and major repairs.

18. Investment expenditure on road vehicles

Expenditure on purchase of road vehicles.

19. Maintenance expenditure on roads

Expenditure for keeping roads in working order.

This includes surface maintenance, patching and running repairs (work relating to roughness of carriageway's wearing course, roadsides, etc.).

20. Maintenance expenditure on road vehicles

Expenditure for keeping road vehicles in working order.

IV. TRAFFIC

01. Road traffic

Any movement of a road vehicle on a given network.

When a road vehicle is being carried on another vehicle, only the movement of the carrying vehicle (active mode) is considered.

02. Road traffic on national territory

Any movement of road vehicles within a national territory irrespective of the country in which these vehicles are registered.

03. Empty road traffic

Any movement of a road vehicle for which the gross-gross weight of goods carried including that of equipment such as containers, swap bodies and pallets is nil; as well as any movement of motor-coaches, buses, trolleybuses and trams without any passenger.

The movement of a road vehicle carrying empty equipment such as containers, swap bodies and pallets is not considered as empty journey.

04. Urban road traffic

Traffic carried out on urban roads or tramways.

Proportions of a through journey involving a relatively short passage over urban roads are not counted as urban traffic.

05. Road journey

A movement of a road vehicle from a specified point of origin to a specified point of destination.

A journey can be divided into a number of sections or stages.

06. Vehicle-kilometre

Unit of measurement representing the movement of a road motor vehicle over one kilometre.

The distance to be considered is the distance actually run. It includes movements of empty road motor vehicles. Units made up of a tractor and a semi-trailer or a lorry and a trailer are counted as one vehicle.

07. Tonne-kilometre offered

Unit of measure representing the movement of one tonne available in a road goods vehicle when performing services for which it is primarily intended over one kilometre.

The distance to be considered is the distance actually run.

08. Seat-/Standing place-kilometre offered

Unit of measure representing the movement of one seat/authorized standing place available in a road vehicle when performing the service for which it is primarily intended over one kilometre.

The distance to be considered is the distance actually run.

09. Entry of a road vehicle

Any loaded or empty road motor vehicle which entered the country by road.

If a road motor vehicle is entering the country by another mode of transport, only the active mode is considered to have entered that country.

10. Exit of a road vehicle

Any loaded or empty road motor vehicle which leaves the country by road.

If a road motor vehicle is leaving the country by another mode of transport, only the active mode is considered as leaving that country.

11. Transit of road vehicle

Any loaded or empty road motor vehicle, which enters and leaves the country at different points by whatever means of transport, provided the total journey within the country is by road and that there is no loading or unloading in the country.

Road motor vehicles loaded/unloaded at the frontier of that country onto/from another mode of transport are included.

V. TRANSPORT MEASUREMENT

01. Road transport

Any movements of goods and/or passengers using a road vehicle on a given road network

When a road vehicle is being carried on another vehicle, only the movement of the carrying vehicle (active mode) is considered.

02. National road transport

Road transport between two places (a place of loading/embarkment and a place of unloading/disembarkment) located in the same country irrespective of the country in which the vehicle is registered. It may involve transit through a second country.

03. Road cabotage transport

National road transport performed by a motor vehicle registered in another country.

04. International road transport

Road transport between two places (a place of loading/embarkment and a place of unloading/disembarkment) in two different countries. It may involve transit through one or more additional country or countries.

05. Cross-trade road transport

International road transport performed by a road motor vehicle registered in a third country.

A third country is a country other than the country of loading/embarkment or than the country of unloading/disembarkment.

06. Road transit

Road transport through a country between two places (a place of loading and a place of unloading) both located in another country or in other countries provided that the total journey within the country is by road and that there is no loading and unloading in that country.

Road motor vehicles loaded/unloaded at the frontier of that country onto/from another mode of transport are included.

07. Urban road transport

Transport carried out on urban roads or tramways.

Only transport mainly or solely performed on urban roads is considered to be urban transport.

08. Road passenger

Any person who makes a journey by a road vehicle. Drivers of passenger cars, excluding taxi drivers, are counted as passengers. Service staff assigned to buses, motor coaches, trolleybuses, trams and goods road vehicles are not included as passengers.

09. Road passenger-kilometre

Unit of measure representing the transport of one passenger by road over one kilometre.

The distance to be taken into consideration is the distance actually travelled by the passenger.

10. Purpose of road passenger journeys

The reasons for undertaking the journey are:

-- Work and education (Commuting)
-- Business
-- Holidays (vacation)
-- Other (Shopping, leisure, family)

11. Road passenger embarked

Passenger who boards a road vehicle to be conveyed by it.

A transfer from one road vehicle to another is regarded as embarkment after disembarkment.

12. Road passenger disembarked

A passenger alighting from a road vehicle after having been conveyed by it.

A transfer from one road vehicle to another is regarded as disembarkment before re-embarkment.

13. Road passenger transport link

The combination of the place of embarkment and the place of disembarkment of the passengers conveyed by road whichever itinerary is followed.

Places are defined by using international classification systems such as NUTS (Nomenclature of Territorial Units for Statistics - EUROSTAT).

14. Place of embarkment

The place taken into account is the place where the passenger boarded a road vehicle to be conveyed by it.

A transfer from one road vehicle to another is regarded as embarkment after disembarkment.

15. Place of disembarkment

The place taken into account is the place where the passenger alighted from a road vehicle after having been conveyed by it.

A transfer from one road vehicle to another is regarded as disembarkment before re-embarkment.

16. Goods carried by road

Any goods moved by road goods vehicles.

This includes all packaging and equipment such as containers, swap-bodies or pallets.

17. Weight

The weight to be taken into consideration is the gross-gross weight of goods.

This includes the total weight of the goods, all packaging, and tare-weight of the container, swap-body and pallets containing goods. When this tare-weight is excluded, the weight is gross weight.

18. Tonne-kilometre by road

Unit of measure of goods transport which represents the transport of one tonne by road over one kilometre.

The distance to be taken into consideration is the distance actually run.

19. Types of goods carried by road

The categories of goods carried by road are those defined by the NST/R nomenclature (Standard Goods Nomenclature for Transport Statistics/revised - EUROSTAT) or the CSTE nomenclature (Commodity Classification for Transport Statistics in Europe - UN/ECE).

20. Hazardous goods

The categories of hazardous goods carried by road are those defined by the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR).

21. Goods loaded

Goods placed on a road vehicle and dispatched by road.

Transhipment from one goods road vehicle to another or change of the road tractor are regarded as loading after unloading.

22. Goods unloaded

Goods taken off a road vehicle after transport by road.

Transhipment from one goods road vehicle to another or change of the road tractor are regarded as unloading before reloading.

23. Goods having left the country by road (other than goods in transit by road throughout)

Goods which having been loaded on a road vehicle in the country, left the country by road and were unloaded in another country.

24. Goods having entered the country by road (other than goods in transit by road throughout)

Goods which, having been loaded on a road vehicle in another country, entered the country by road and were unloaded there.

25. Goods in transit by road throughout

Goods which entered the country by road and left the country by road at a point different from the point of entry, after having been carried across the country in the same goods road motor vehicle.

Transhipment from one goods road vehicle to another or change of the road tractor are regarded as loading/unloading.

26. Goods road transport link

The combination of the place of loading and the place of unloading of the goods transported by road whichever itinerary is followed.

Places are defined by using international classification systems such as NUTS (Nomenclature of Territorial Units for Statistics - EUROSTAT).

27. Place of loading

The place taken into account for loading is the place where the goods were loaded on a goods road motor vehicle or where the road tractor has been changed.

28. Place of unloading

The place taken into account is the place where the goods were unloaded from a goods road motor vehicle or where the road tractor has been changed.

VI. ENERGY CONSUMPTION

01. Energy consumption by road transport

Final energy consumed by road motor vehicles.

This includes final energy consumed by unloaded road vehicles.

02. Tonne of oil equivalent (TOE)

Unit of measurement of energy consumption : 1 TOE = 0.041868 TJ.

Conversion factors adopted by the International Energy Agency (IEA) for 1991 are the following:

- *Motor gasoline* *1.070*
- *Gas/diesel oil* *1.035*
- *Liquified petroleum gas* *1.130*
- *Natural gas* *0.917*

The conversion factor used by the IEA for electricity is: 1 TWh = 0.086 Mtoe.

03. Joule

Unit of measurement of energy consumption :
1 terajoule = 10^{12} Joule = 2,78 x 10^{5} kWh),
1 terajoule = 23.88459 TOE

04. Motor gasoline (petrol)

Light hydrocarbon oil for use in internal combustion engines, excluding those in aircraft.

Motor gasoline is distilled between 35°C and 215°C and treated by reforming, catalytic cracking or blending with an aromatic fraction to reach a sufficiently high octane number (_80 RON).

Calorific value: 44.8 TJ/1 000 t.

05. Gas/diesel oil (distillate fuel oil)

Oil obtained from the lowest fraction from atmospheric distillation of crude oil.

Gas/diesel oil includes heavy gas oils obtained by vacuum re-distillation of the residual from atmospheric distillation. Gas/diesel oil distils between 200°C and 380°C, with less than 65 per cent in volume at 250°C, including losses, and 80 per cent or more at 350°C. The flashpoint is always above 50°C and their density is higher than 0.81. Heavy oils obtained by blending are grouped together with gas oils, provided that their kinematic viscosity does not exceed 25 cST at 40°C.

Calorific value: 43.3 TJ/1 000 t.

06. Liquefied petroleum gases (LPG)

Light hydrocarbons of the paraffin series which are derived solely from the distillation of crude oil.

The LPG comprise propane and butane or a mixture of these two hydrocarbons. They can be liquefied under low pressure (5-10 atmospheres). In the liquid state and at a temperature of 38°C they have a relative vapour pressure less than or equal to 24.5 bars. Their specific gravity ranges from 0.50 to 0.58.

07. Natural gas liquids (NGL)

Liquid or liquefied hydrocarbons produced in the manufacture, purification and stabilization of natural gas. Their characteristics vary, ranging from those of ethane, butane and propane to heavy oils. NGL's are either distilled with crude oil in refineries, blended with refined petroleum products or used directly depending on their characteristics.

08. Electric power

Energy produced by hydro-electric, geothermal, nuclear and conventional thermal power stations, excluding energy produced by pumping stations, measured by the calorific value of electricity (3.6 TJ/GWh).

Pumping station is a power station with a reservoir which is filled by the use of pumps.

C

INLAND WATERWAY TRANSPORT (IWT)

I. INFRASTRUCTURE

01. Waterway

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

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

02. Navigable inland waterway

A stretch of water, not part of the sea, over which vessels of a carrying capacity of not less than 50 tonnes can navigate when normally loaded. This term covers both navigable rivers and lakes and navigable canals.

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

03. Categories of navigable inland waterways

The categories of navigable inland waterways are defined with reference to international classification systems such as those drawn up by the United Nations Economic Commission for Europe or by the European Conference of Ministers of Transport.

04. Navigable river

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

05. Navigable lake

Natural expanse of water open for navigation.

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

06. Navigable canal

Waterway built primarily for navigation.

07. Navigable inland waterways network

All navigable inland waterways open for public navigation in a given area.

08. Navigable inland waterways regularly used for transport

Waterways over which an amount of transport is performed each year; this amount, expressed as tonne-kilometres per kilometre of waterway, is determined by the authority concerned in the light of conditions prevailing on that country's waterway network.

II. TRANSPORT EQUIPMENT (VESSEL)

01. IWT vessel

Floating craft designed for the carriage of goods or public transport of passengers by navigable inland waterways.

Vessels under repair are included. Vessels suitable for inland navigation but which are authorized to navigate at sea (mixed seagoing and inland waterways vessels) are included. This category excludes: harbour craft, seaport lighters and seaport tugs, ferries, fishery vessels, dredgers, vessels performing hydraulic work and vessels used exclusively for storage, floating workshops, houseboats and pleasure craft.

02. National IWT vessel

IWT vessel which is registered at a given date in the reporting country.

Where registration of IWT vessels does not apply in a specific country, a national IWT vessel is a vessel owned by a company tax resident in that country.

03. Foreign IWT vessel

IWT vessel which is registered at a given date in a country other than the reporting country.

04. IWT freight vessel

Vessel with a carrying capacity of not less than 20 tonnes designed for the carriage of freight by navigable inland waterways.

05. IWT passenger vessel

Vessel designed exclusively or primarily for the public carriage of passengers by navigable inland waterways.

06. Inland waterways fleet

Number of IWT vessels registered at a given date in a country and authorized to use inland waterways open for public navigation.

Changes in the fleet refer to changes, in total or within a vessel type, in the inland waterway fleet of the reporting country, resulting from new construction, modification in type or capacity, purchases or sales abroad, scrapping, casualties, or transfers to or from the marine register.

07. Self-propelled barge

IWT freight vessel having its own means of mechanical propulsion.

Towed barges, pushed barges and pushed-towed barges which have an auxiliary engine only must be regarded as towed barges, pushed barges or pushed-towed barges as the case may be. The fact that a self-propelled barge can be used for towing does not change its nature.

08. Self-propelled tanker barge

Self-propelled barge intended for the bulk transport of liquids or gases.

Tankers for the transport in bulk of powdered products such as cement, flour, plaster, etc., are to be excluded and are to be counted among self-propelled barges.

09. Self-propelled pusher barge

Self-propelled barge designed or fitted to push pushed or pushed-towed barges.

10. Self-propelled pusher tanker barge

Self-propelled pusher barge for the bulk transport of liquids or gases.

Tankers for the transport in bulk of powdered products such as cement, flour, plaster, etc., are to be excluded and are to be counted among self-propelled pusher barges.

11. Self-propelled vessel for river-sea navigation

IWT freight vessel having a carrying capacity of at least 20 tonnes also designed for the transport of goods by sea and equipped with their own means of propulsion developing at least 37 kW.

12. Dumb barge

IWT freight vessel designed to be towed which does not have its own means of mechanical propulsion.

The fact that a dumb barge is fitted with an auxiliary engine does not change its nature.

13. Dumb tanker barge

Dumb barge for the bulk transport of liquids or gases.

Tankers for the transport in bulk of powdered products such as cement, flour, plaster, etc., are to be excluded and are to be counted among dumb barges.

14. Pushed barge

IWT freight vessel which is designed to be pushed and does not have its own means of mechanical propulsion.

The fact that a pushed barge is fitted with an auxiliary engine does not change its nature.

15. Pushed tanker barge

Pushed barge for the bulk transport of liquids or gases.

Tankers for the transport in bulk of powdered products such as cement, flour, plaster, etc., are to be excluded and are to be counted among pushed barges.

16. Pushed-towed barge

IWT freight vessel which is designed to be either pushed or towed and does not have its own means of mechanical propulsion.

The fact that a pushed-towed barge is fitted with an auxiliary engine does not change its nature.

17. Pushed-towed tanker barge

Pushed-towed barge for the bulk transport of liquids or gases.

Tankers for the transport in bulk of powdered products such as cement, flour, plaster etc., are to be excluded and are to be counted among pushed-towed barges.

18. Tug

Powered vessel developing not less than 37 kW and designed for the towing of dumb barges, pushed-towed barges, and rafts, but not for the carriage of goods.

Port and sea tugs are excluded.

19. Pusher vessel

Powered vessel developing not less than 37 kW and designed or fitted for the pushing of pushed or pushed-towed barges but not for the carriage of goods.

Port pusher vessels are excluded.

20. Pusher tug

Powered vessel developing not less than 37 kW and designed or fitted for the towing of dumb barges, pushed-towed barges, or rafts, and for the pushing of pushed and pushed-towed barges, but not for the carriage of goods.

21. Carrying capacity

Maximum permissible weight of goods, expressed in tonnes, which a vessel may carry in accordance with its documents.

22. Capacity of an IWT passenger vessel

Maximum permissible number of passengers that a vessel may carry in accordance with its documents.

23. Power (kW)

Mechanical force developed by the motive power installation in a vessel.

This power should be measured in effective kilowatts (power transmitted to the propeller) : 1 kW=1.36 h.p.; 1 h.p. = 0.735 kW.

24. Year of construction of vessel

Year of original construction of the hull.

III. ENTERPRISES, ECONOMIC PERFORMANCE AND EMPLOYMENT

01. Transport for hire or reward

Carriage, for remuneration, of persons or goods on behalf of third parties.

02. Transport on own-account

Transport which is not for hire or reward.

03. Enterprise

Institutional unit or smallest combination of institutional units that encloses and directly or indirectly controls all necessary functions to carry out its production activities[5].

The requirements of an enterprise are that it has one ownership or control. It can, however, be heterogenous with regard to its economic activity as well as to its location.

04. IWT enterprise

Enterprise carrying out in one or more places activities for the production of IWT services using IWT vessels and whose main activities according to the value added is inland waterway transport.

In terms of activity classifications the following classes are involved:
-- ISIC/Rev.3[6]: Class 6120 - Inland waterway transport
-- NACE/Rev.1[7]: Class 61.20 - Fluvial transport

Even those enterprises without salaried employees are taken into account. Only units that actually carry out an activity during the reference period should be included. "Dormant" units or those that have not as yet begun their activity are excluded.

[5]ISIC/Rev.3 - International Standard Industrial Classification of All Economic Activities, Statistical Papers, Series M, No.4, Rev.3, United Nations, 1990.
[6]ISIC/Rev.3 - International Standard Industrial Classification of All Economic Activities, Statistical Papers, Series M, No.4, Rev.3, United Nations, 1990.
[7]NACE/Rev.1 - Statistical Classification of Economic Activities in the European Communities, Official Journal, No. L 83, 3 April, 1993.

05. Public IWT enterprise

IWT enterprise which is principally owned (more than 50 per cent of the capital) by the State or public authorities and their enterprises.

06. Employment

Average number of persons working during the given period in an IWT enterprise (inclusive of working owners, partners working regularly in the enterprise and unpaid family workers), as well as persons working outside the enterprise but who belong to it and are directly paid by it.

07. Turnover

Total amount invoiced by the IWT enterprise during the period under review. This total corresponds to market sales of goods or services supplied to third parties. Turnover includes all duties and taxes on the goods or services invoiced by the enterprise with the exception of VAT invoiced by the unit vis-a-vis its customers. It also includes all other charges to customers. Reductions in prices, rebates and discounts as well as the value of returned packing must be deducted, but not cash discounts.

Turnover does not include sales of fixed assets. Operating subsidies received from public authorities are also excluded.

08. Revenues

Amounts expressed in monetary units which are entered in the accounts as credit to the IWT enterprise.

09. Types of revenues

The main categories of revenues to be considered are:

-- Revenues from transport operations
This category includes goods and passenger traffic revenues.

--Amounts received from the State or other public bodies
This category includes compensation receipts and other subsidies.

-- Other revenues
This category includes revenues not related to transport activities, e.g. financial revenues, etc.

10. Costs

The amount of available resources spent by the IWT enterprise in connection with an operation or service, or with a series of operations and services.

11. Types of costs

The main categories of costs are:

-- Labour costs
Including wages and salaries of active staff, pensions, various social charges, etc.

-- Material and service costs
Including purchases of other material and services supplied by third parties, but excludes energy consumption cost.

-- Energy consumption costs

-- Taxes

-- Financial charges

-- Other costs
Including amounts allocated to depreciation and provisions,etc.

12. Value added

Gross output of the IWT enterprise less the value of its intermediate consumption. Value added of domestic production of all of a country's IWT enterprises is equal to their contribution to the GDP of that country.

It is understood that Value added, in this context, is expressed in market prices.

13. Tangible investment

The outlay (purchases and own account production) of IWT enterprises on additions of new and used capital goods (commodities) added to their stocks of fixed capital assets minus their net sales of similar second-hand and scrapped goods.

The contribution of all IWT enterprises to the gross fixed capital formation of a country is equal to the total of their tangible investment less the balance between the purchase and sale of land.

14. Investment expenditure on infrastructure

Expenditure on new construction and extension of existing infrastructure, including reconstruction, renewal and major repairs.

Expenditure on locks is included.

15. Investment expenditure on vessels

Expenditure on purchase of vessels.

16. Maintenance expenditure on infrastructure

Expenditure for keeping infrastructure in working order.

Expenditure on locks is included.

17. Maintenance expenditure on vessels

Expenditure for keeping vessels in working order.

IV. TRAFFIC

01. Inland waterways traffic

Any movement of an IWT vessel on a given network.

When a vessel is being carried on another vehicle, only the movement of the carrying vehicle (active mode) is taken into account.

02. Inland waterways traffic on national territory

Any movement of an IWT vessel within a national territory irrespective of the country in which the vessel is registered.

03. Unladen inland waterways traffic

Any movement of an IWT freight vessel for which the gross-gross weight of goods carried, including that of equipment such as containers, swap-bodies and pallets, is nil; as well as any movement of an IWT passenger vessel without passengers.

The movement of an IWT vessel carrying empty equipment such as containers, swap-bodies and pallets is not considered to be an unladen journey.

04. Inland waterway journey

Any movement of an IWT vessel from a specified point of origin to a specified point of destination.

Journey can be divided in a number of stages or sections.

05. Vessel-kilometre

Unit of measurement representing the movement of an IWT vessel over one kilometre.

The distance taken into account is the distance actually run. Movements of unladen vessels are included. In a convoy, each unit is counted as a vessel.

06. Inland waterways convoy

One or more non-powered IWT vessels which are towed or pushed by one or more powered IWT vessels.

07. Vehicle-kilometre

Unit of measurement of traffic representing the movement of an individual IWT vessel or convoy over one kilometre.

The distance taken into account is the distance actually run. Movements of unladen individual vessels or convoys are included.

08. Tonne-kilometre offered

Unit of measure representing the movement of one tonne available in an IWT freight vessel when performing the services for which it is primarily intended over one kilometre.

The distance to be considered is the distance actually run.

09. Seat-kilometre offered

Unit of measure representing the movement over one kilometre of one seat available in an IWT passenger vessel when performing the services for which it is primarily intended over one kilometre.

The distance to be considered is the distance actually run.

10. Entry of an IWT vessel

Any laden or unladen IWT vessel which entered the country by inland waterway.

If an IWT vessel is entering the country by another mode of transport, only the active mode is considered to have entered that country.

11. Exit of an IWT vessel

Any laden or unladen IWT vessel which left the country by inland waterway.

If an IWT vessel is leaving the country by another mode of transport, only the active mode is considered as leaving that country.

12. Transit of an IWT vessel

Any laden or unladen IWT vessel which has entered and left the country at different points by whatever means of transport provided the total journey within the country was by inland waterway and that there has been no loading or unloading operation in the country.

IWT vessels loaded/unloaded at the frontier of that country onto/from another mode of transport are included.

V. TRANSPORT MEASUREMENT

01. Inland waterways transport (IWT)

Any movement of goods and/or passengers using an IWT vessel on a given inland waterways network.

When an IWT vessel is being carried on another vehicle, only the movement of the carrying vehicle (active mode) is taken into account.

02. National inland waterways transport

Inland waterways transport between two places (a place of loading/embarkment and a place of unloading/disembarkment) located in the same country irrespective of the country in which the IWT vessel is registered. It may involve transit through a second country.

03. Inland waterways cabotage transport

National IWT performed by an IWT vessel registered in another country.

04. International inland waterways transport

Inland waterways transport between two places (a place of loading/embarkment and a place of unloading/disembarkment) located in two different countries. It may involve transit through one or more additional countries.

05. Cross-trade inland waterways transport

International IWT performed by an IWT vessel registered in a third country.

A third country is a country other than the country of loading/embarkment or than the country of unloading/disembarkment.

06. Inland waterways transit

IWT through a country between two places (a place of loading/embarkment and a place of unloading/disembarkment) both located in another country or in other countries provided the total journey within the country is by an IWT vessel and that there is no loading and unloading in that country.

IWT vessels loaded/unloaded at the frontier of that country onto/from another mode of transport are included.

07. Urban inland waterways transport

Transport carried out on inland waterways located within the boundaries of a built-up area.

Only transport carried out mainly or solely on inland waterways located within the boundaries of a built-up area are regarded as urban transport.

08. Inland waterways passenger

Any person who makes a journey on board of an IWT vessel. Service staff assigned to IWT vessels are not regarded as passengers.

09. Inland waterways passenger-kilometre

Unit of measure representing the transport of one passenger by inland waterway over one kilometre.

The distance to be taken into consideration is the distance actually travelled by the passenger.

10. Purpose of inland waterways passenger journeys

The reasons for undertaking the journeys are:

-- Work and education (Commuting)
-- Business
-- Holidays
-- Other (shopping, leisure, family).

11. Inland waterways passenger embarked

Passenger who boards an IWT vessel to be conveyed by it.

A transfer from one IWT vessel to another is regarded as embarkment after disembarkment.

12. Inland waterways passenger disembarked

A passenger disembarking from an IWT vessel after having been conveyed by it.

A transfer from one IWT vessel to another is regarded as disembarkment before re-embarkment.

13. Inland waterways passenger transport link

The combination of the place of embarkment and the place of disembarkment of the passenger conveyed by inland waterways whichever itinerary is followed.

Places are defined by using international classification systems such as NUTS (Nomenclature of Territorial Units for Statistics - EUROSTAT).

14. Place of embarkment

The place taken into account is the place where the passenger boarded an IWT vessel to be conveyed by it.

A transfer from one IWT vessel to another is regarded as embarkment after disembarkment.

15. Place of disembarkment

The place taken into account is the place where the passenger disembarked from an IWT vessel after having been conveyed by it.

A transfer from one IWT vessel to another is regarded as disembarkment before re-embarkment.

16. Goods carried by inland waterways

Any goods moved by IWT freight vessel.

This includes all packaging and equipment such as containers, swap-bodies or pallets.

17. Weight

The weight to be taken into consideration is the gross-gross weight of goods.

The weight taken into consideration is equivalent to the total weight of the goods and packaging and the tare weight of equipment such as containers, swap bodies and pallets. When this tare-weight is excluded, the weight is gross weight.

18. Tonne-kilometre by inland waterways

Unit of measure of goods transport which represents the transport of one tonne by inland waterways over one kilometre.

The distance taken into account is the distance actually run.

19. Types of goods carried by inland waterways

The categories of goods carried by inland waterways are those defined by the NST/R nomenclature (Standard Goods Nomenclature for Transport Statistics/revised -EUROSTAT) or CSTE nomenclature (Commodity Classification for Transport Statistics in Europe - UN/ECE).

20. Hazardous goods

The categories of hazardous goods carried by inland waterways are those defined by the European Provisions Concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

21. Goods loaded

Goods placed on an IWT vessel and dispatched by inland waterways.

Transhipment from one IWT vessel to another is regarded as loading after unloading. The same applies to changes of pusher tugs or tugs.

22. Goods unloaded

Goods taken of an IWT vessel after transport by inland waterways.

Transhipment from one IWT vessel to another is regarded as unloading before re-loading. The same applies to changes of pusher tugs and tugs.

23. Goods having left the country by inland waterways (other than goods in transit by inland waterways throughout)

Goods which, having been loaded on an IWT vessel in the country, left the country by inland waterways and were unloaded in another country.

24. Goods having entered the country by inland waterways (other than goods in transit by inland waterways throughout)

Goods which, having been loaded on an IWT vessel in another country, entered the country by inland waterways and were unloaded there.

25. Goods in transit by inland waterways throughout

Goods which entered the country by inland waterways and left the country by inland waterways at a point different from the point of entry, after having been carried across the country solely by inland waterways in the same IWT freight vessel.

Transhipments from one IWT vessel to another and changes of pusher tugs or tugs are regarded as loading/unloading.

26. Goods IWT link

The combination of the place of loading and the place of unloading of the goods transported by inland waterways whichever itinerary is followed.

Places are defined by using international classification systems such as NUTS (Nomenclature of Territorial Units for Statistics - EUROSTAT).

27. Place of loading

The place taken into account is the place where the goods were loaded on an IWT freight vessel or where pusher tugs and tugs have been changed.

28. Place of unloading

The place taken into account is the place where the goods were unloaded from an IWT freight vessel or where pusher tugs and tugs have been changed.

VI. ENERGY CONSUMPTION

01. Energy consumption by IWT

Final energy consumption by IWT vessels.

This includes final energy consumption by unladen IWT vessels.

02. Tonne of oil equivalent (TOE)

Unit of measurement of energy consumption : 1 TOE = 0.041868 TJ.

Conversion factors adopted by the International Energy Agency (IEA) for 1991 are as follows:

-- Motor gasoline	*1.070*
-- Gas/diesel oil	*1.035*
-- Heavy fuel oil	*0.960*
-- Liquified petroleum gas	*1.130*
-- Natural gas	*0.917*

The conversion factor used by the IEA for electricity is: 1 TWh = 0.086 Mtoe.

03. Joule

Unit of measurement of energy consumption:
1 terajoule = 10^{12}J = 2.78 x 10^{5} kWh,
1 terajoule = 23.88459 TOE.

04. Motor gasoline (petrol)

Light hydrocarbon oil for use in internal combustion engines, excluding those in aircraft.

Motor gasoline is distilled between 35°C and 215°C and treated by reforming, catalytic cracking or blending with an aromatic fraction to reach a sufficiently high octane number (≥80 RON).

Calorific value: 44.8 TJ/1 000 t.

05. Gas/diesel oil (distillate fuel oil)

Oil obtained from the lowest fraction from atmospheric distillation of crude oil.

Gas/diesel oil includes heavy gas oils obtained by vacuum re-distillation of the residual from atmospheric distillation. Gas/diesel oil distils between 200°C and 380°C, with less than 65 per cent in volume at 250°C, including losses, and 80 per cent or more at 350°C. The flash-point is always above 50°C and their density is higher than 0.81. Heavy oils obtained by blending are grouped together with gas oils, provided that their kinematic viscosity does not exceed 25 cST at 40°C.

Calorific value: 43.3 TJ/1 000 t.

D

OIL PIPELINE TRANSPORT

I. INFRASTRUCTURE/ II. TRANSPORT EQUIPMENT

01. Oil pipelines

Pipes for the movement of crude or refined liquid petroleum products by pumping.

Branch lines are included as well as oil pipelines between the land and drilling platforms at sea. Excluded are oil pipelines whose total length is less than 50 km or whose inside diameter is less than 15 centimetres and oil pipelines used only for military purposes or located entirely within the site boundaries of an industrial operation, as well as oil pipelines that are entirely off-shore (i.e. located solely out in the open sea). International oil pipelines whose total length is 50 km or more are included even if the section in the reporting country is less than 50 km long. Oil pipelines consisting of two (or more) parallel pipelines are to be counted twice (or more).

Only units which actually carry out an activity during the reference period should be considered. "Dormant" units or those not yet having begun their activity are excluded.

02. Oil pipeline network

All oil pipelines in a given area.

The territory of the area in question includes that part of the seabed allocated to it under a concession.

03. Carrying capacity of an oil pipeline

Maximum tonnage of products that the oil pipeline may move during the given period.

The carrying capacity of an pipeline is generally measured in terms of "thousand barrels a day". In converting barrels to tones, the conversion factor for crude oil is: 1 tonne = 7.55 barrels (there is a slight variation according to the type of crude). For petroleum products conversion factor is: 1 tonne = 7.5 barrels.

III. ENTERPRISES, ECONOMIC PERFORMANCE AND EMPLOYMENT

01. Enterprise

Institutional unit or smallest combination of institutional units that encloses and directly or indirectly controls all necessary functions to carry out its production activities[8].

The requirements of an enterprise are that it has one ownership or control. It can, however, be heterogenous with regard to its economic activity as well as to its location.

[8] ISIC/Rev.3 - International Standard Industrial Classification of All Economic Activities, Statistical Papers, Series M, No.4, Rev.3, United Nations, 1990.

02. Oil pipeline enterprise

Enterprise formed to carry out in one or more places activities for the production of oil pipeline transport services and whose main activities according to the value-added is transport by oil pipelines.

In terms of activity classifications the following classes are involved:
-- ISIC/Rev.3[9]: 6030 - Transport via pipelines.
-- NACE/Rev.1[10]: 60.30 - Transport via pipelines.

Only units that actually carry out an activity during the reference period should be included. "Dormant" units or those that have not as yet begun their activity are excluded.

03. Public oil pipeline transport enterprise

Oil pipeline enterprise which is principally owned (more than 50 per cent of the capital) by the State or public authorities and their enterprises.

04. Employment

Average number of persons working during the given period in an oil pipeline transport enterprise and persons working outside the enterprise but who belong to it and are directly paid by it.

05. Turnover

Total amount invoiced by the oil pipeline transport enterprise during the period under review. This corresponds to market sales of goods or services supplied to third parties. Turnover includes all duties and taxes on the goods or services invoiced by the enterprise with the exception of VAT invoiced by the unit vis-a-vis its customers. It also includes all other charges to the customers. Reductions in prices, rebates and discounts must be deducted, but not cash discounts.

Turnover does not include sales of fixed assets. Operating subsidies received from public authorities are also excluded.

06. Revenues

Amounts expressed in monetary units which are entered in the accounts as credit to the oil pipeline transport enterprise.

[9] ISIC/Rev.3 - International Standard Industrial Classification of All Economic Activities, Statistical Papers, Series M, No.4, Rev.3, United Nations, 1990.
[10] NACE/Rev.1 - Statistical Classification of Economic Activities in the European Communities, Official Journal, No. L 83, 3 April 1993.

07. Types of revenues

The main categories of revenues to be considered are:

-- Revenues from transport operations

-- Amounts received from the State or other public bodies
This category includes compensation receipts and other subsidies.

-- Other revenues
This category includes revenues not related to oil pipeline transport activities, e.g. financial revenues, etc.

08. Costs

The amount of available resources spent by the oil pipeline transport enterprise in conjunction with an operation or service, or with a series of operations and services.

09. Types of costs

The main categories of costs to be considered are:

-- Labour costs
Including wages and salaries of active staff, pensions, various social charges, etc.

-- Material and service costs
Including purchases of other material and services supplied by third parties, but excludes energy consumption cost.

-- Energy consumption costs

-- Taxes

-- Financial charges

-- Other costs
Including amounts allocated to depreciation and provisions, etc.

10. Value added

Gross output of the oil pipeline transport enterprise less the value of its intermediate consumption. Value added of domestic production of all oil pipeline transport enterprises in a country is equal to their contribution to the GDP of that country.

It is understood that Value Added, in this context, is expressed in market prices.

11. Tangible investment

The outlay (purchases and own account production) of oil pipeline transport enterprises on additions of new and used capital goods (commodities) to their stocks of fixed capital assets less their net sales of similar second-hand and scrapped goods.

The contribution of all oil pipeline transport enterprises to the gross fixed capital formation of a country is equal to the total of their tangible investment less the balance between the purchase and sale of land.

12. Investment expenditure on infrastructure

Expenditure on new construction, extension of existing infrastructure, including reconstruction, renewal and major repairs.

Expenditure on pumping facilities is included.

13. Maintenance expenditure on infrastructure

Expenditure for keeping infrastructure in working order.

Expenditure on pumping facilities is included.

IV. TRAFFIC/ V. TRANSPORT MEASUREMENT

01. Oil pipeline transport

Any movement of crude or refined liquid petroleum products in a given oil pipeline network.

02. National oil pipeline transport

Oil pipeline transport between two places (a pumping-in place and a pumping-out place) located in the same country or in that part of the seabed allocated to it. It may involve transit through a second country.

03. International oil pipeline transport

Oil pipeline transport between two places (a pumping-in place and a pumping-out place) located in two different countries or on those parts of the seabed allocated to them. It may involve transit through one or more additional countries.

04. Goods transported by oil pipeline

Any crude or refined liquid petroleum products moved by oil pipelines.

05. Tonne-kilometre by oil pipeline

Unit of measure of transport which represents transport of one tonne of goods by oil pipeline over one kilometre.

The distance taken into account is the distance actually run.

06. Types of goods transported by oil pipeline

The categories of goods carried by oil pipeline are those defined by the NST/R nomenclature (Standard Goods Nomenclature for Transport Statistics/revised - EUROSTAT) or CSTE nomenclature (Commodity Classification for Transport Statistics in Europe - UN/ECE).

07. Tonne-kilometre offered

Unit of measure representing the transport capacity of oil pipeline measured by the movement over one kilometre of a tonne of goods that can be transported by oil pipeline during the given period.

08. Goods having left the country by oil pipeline (other than goods in transit by oil pipeline throughout)

Goods which, having been pumped into an oil pipeline in the country or that part of the seabed allocated to it, left the country by oil pipeline and were pumped out in another country.

09. Goods having entered the country by oil pipeline (other than goods in transit by oil pipeline throughout)

Goods which, having been pumped into an oil pipeline in another country or that part of the seabed allocated to it, entered the country by oil pipeline and were pumped out there.

10. Goods in transit by oil pipeline throughout

Goods which entered the country by oil pipeline and left the country by oil pipeline at a point different from the point of entry, after having been transported across the country solely by oil pipeline.

Goods which entered and/or left the country in question by vessels after pumping into/pumping out of an oil pipeline at the frontier are included.

11. Goods oil pipeline transport link

The combination of the pumping-in place and the pumping-out place of the goods transported b y oil pipeline whichever itinerary is followed.

Places are defined by using international classification systems such as NUTS (Nomenclature of Territorial Units for Statistics - EUROSTAT).

12. Pumping-in place

The place taken into account is the place at which the goods were pumped into an oil pipeline.

13. Pumping-out place

The place taken into account is the place at which the goods were pumped out of an oil pipeline.

VI. ENERGY CONSUMPTION

01. Energy consumed for transport by oil pipeline

Final energy consumed for movement of products by oil pipeline.

02. Tonne of oil equivalent (TOE)

Unit of measurement of energy consumption : 1 TOE = 0.041868 TJ.

Conversion factors adopted by the International Energy Agency (IEA) for 1991 are as follows:

-- Motor gasoline	*1.070*
-- Gas/diesel oil	*1.035*
-- Heavy fuel oil	*0.960*
-- Liquefied petroleum gas	*1.130*
-- Natural gas	*0.917*

The conversion factor used by the IEA for electricity is: 1 TWh = 0.086 Mtoe.

03. Joule

Unit of measurement of energy consumption:
1 terajoule = 10^{12}J = 2.78 x 10^{5} kWh.
1 terajoule = 23.88459 TOE.

04. Motor gasoline (petrol)

Light hydrocarbon oil for use in internal combustion engines, excluding those in aircraft.

Motor gasoline is distilled between 35°C and 215°C and treated by reforming, catalytic cracking or blending with an aromatic fraction to reach a sufficiently high octane number ($\geq$80 RON).

Calorific value: 44.8 TJ/1 000 t.

05. Gas/diesel oil (distillate fuel oil)

Oil obtained from the lowest fraction from atmospheric distillation of crude oil.

Gas/diesel oil includes heavy gas oils obtained by vacuum re-distillation of the residual from atmospheric distillation. Gas/diesel oil distils between 200°C and 380°C, with less than 65 per cent in volume at 250°C, including losses, and 80 per cent or more at 350°C. The flash-point is always above 50°C and their density is higher than 0.81. Heavy oils obtained by blending are grouped together with gas oils, provided that their kinematic viscosity does not exceed 25 cST at 40 ° C.

Calorific value: 43.3 TJ/1 000 t.

06. Liquefied petroleum gases (LPG)

Light hydrocarbons of the paraffin series which are derived solely from the distillation of crude oil.

The LPG comprise propane and butane or a mixture of these two hydrocarbons. They can be liquefied under low pressure (5-10 atmospheres). In the liquid state and at a temperature of 38°C they have a relative vapour pressure less than or equal to 24.5 bars. Their specific gravity ranges from 0.50 to 0.58.

07. Natural gas

Natural gas consists mainly of methane occurring naturally in underground deposits, associated with crude oil or gas recovered from coal mines (colliery gas).

08. Electric power

Energy produced by hydro-electric, geothermal, nuclear and conventional thermal power stations, excluding energy produced by hydro-electric pumping stations, measured by the calorific value of electricity (3.6TJ/GWh).

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