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**32nd TRF Annual Forum
Long Beach, California
October 10-12, 1990**

UPS Foundation Forum Session: Mini-Conference on Transportation Data and Transportation Data Systems

International Transportation Data: Their Sources, And Some Applications In The U.S. and Canada

Session Organizer and Moderator:
Tillman Neuner, Consultant

- *Army Corps of Engineers Use of Foreign Trade Data in Deep-Draft Planning and Analysis*
by David V. Grier,
U.S. Army Corps of Engineers
- *Canada/U.S. Traffic Flows, Theoretical Measurement Considerations, and Empirical Analysis*
by Steven L. Mozes,
Statistics Canada, Canada
- *Aviation Aspects of International Transportation Data*
by Gary L. Piercy,
McDonnell Douglas

The international transportation industry consists of two separate and distinct parts, passenger transportation and freight movement. Let's look at the data available to measure, assess and forecast each of these. Generally, the passenger industry's makeup is more homogeneous than the freight side. Only passengers are being measured. Virtually all travel on either schedule or charter airlines. Government authorities closely monitor passenger travel through their immigration or travel departments.

After this data is collected, it is disseminated by the government's tourist or statistics office. This data is usually available to any interested party at little or no charge. In addition, most airlines belong to various industry associations where they voluntarily submit various traffic statistics. They submit passenger travel data (on a city pair basis) to such groups as IATA, ICAO, Association of European Airlines, or Orient Airline Association to better understand industry trends or their individual market share. These groups in turn issue individual and collective industry trade data. The airlines provide their passenger data directly to some sources for research if they feel they will benefit by this and that it is treated in a confidential manner.

The freight side of international transportation is more difficult to measure since it is more fragmented. In addition to passenger airlines which carry freight, there are express or small package carriers, scheduled cargo carriers and non-scheduled cargo carriers. Not all of these airlines belong to one association that acts as a collection point for all freight data. Even though governments measure the value of freight shipments coming into their countries for customs tariff purposes, some types of shipments are not measured and some vital statistics are overlooked. For example, the U.S. government through our Customs department does not report so-called "low value" or informal entries. These are all shipments that have a value of under \$1250. From an air freight standpoint, many shipments fall into this category. Probably most spare parts would be valued less than \$1250. Since international trade is such an important issue today, our government through the Customs Service and Census Bureau, must do a better job measuring import and export trade data. The air portion is now incomplete and mis-leading even though it makes up 31% of our total trade by value.

International Transportation Data Systems: European and Other Data Systems

Session Organizer and Moderator:
Tillman Neuner, Consultant

- *European Transportation Data Systems; Evolution and Current Issues*
by Martin Magold
United Nations, Geneva

The presentation reviews the current transportation data systems in Europe at the national and international level in the light of recent political, economic and social changes and trends taking place in Europe.

In Western Europe the integration processes within the European Economic Community (EEC) and the European Free Trade Association (EFTA) which, in the case of the EEC, will eventually lead to the abolition of all interior border controls coupled with efforts to deregulate and to liberalize the transportation sector will reduce, on the one hand, the availability of data in particular from administrative sources and, on the other hand, create new demands for transportation data to monitor these new developments.

In the formerly socialist European countries, including the USSR, "glasnost" and "perestroika" have introduced totally new elements into once State-run and -controlled central statistical offices and are likely to improve, after a turbulent transition period, objectivity and general availability of data on the transport sector in these countries.

The currently used methodologies in the collection and compilation of transportation data in Europe will also have to undergo profound changes in view of strict data protection measures introduced in many European countries. This will make the possibility of linking different data base systems difficult and is likely to reduce the reliability of and the response rate to sample surveys, if the necessary counter measures are not introduced.

Another factor affecting transportation data systems in Europe is the further growing environmental awareness of the population at large with regard to accidents, noise, air pollution and land use resulting

from transportation activities. This creates new demands for data addressing these phenomena and requires new conceptual approaches.

In Europe, with its more than 32 countries, international comparability of transportation data is of utmost importance. For nearly 40 years the United Nations Economic Commission for Europe (ECE) has developed common methodologies, comparable and internationally acceptable definitions for transport phenomena and a common international data frame covering all modes of transport. The US Department of Transportation is actively participating in this work which has led to a large set of comparable transportation data between the USA and European countries.

- *Japanese Transportation Data Systems*
by Makoto Itoh,
Transportation Economy
Research Center, Japan
- *ACIS (Advanced Cargo Information System): A Data Management System for African Transport*
by Bernard Defalque,
UNCTAD, Brussels

Should There Be A Federal Center To Coordinate Collection and Distribution of Transportation Data

Session Organizer and Moderator:
T. Q. Hutchinson, U.S. Department
of Agriculture

Panelists:

- Charles A. Waite
U.S. Bureau of the Census
- Russell B. Capelle, Jr.
American Trucking Associations
- Diane A. Pecor
Perryplace
- U.S. Dept. of Transportation Rep.