

Questionnaire manual: Railway and rolling stock

Questionnaire code: 11472022

Submitted in: 15.02.2022, data about 2021

Periodicity: Annual

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DATA COLLECTED WITH THE QUESTIONNAIRE

Table 1. RAILWAYS IN THE RAILWAY TRAFFIC REGISTER, AS AT THE END OF THE YEAR

Rows 01 to 16 in column 1 and 2 are prefilled with data from the last year. Please double-check the prefilled fields and correct where necessary.

Row code/ column code	Name of variable * - mandatory	Code of variable	Explanation	Type of data (number of decimals) or list/ classification name	You need not fill in the value: period, economic activity
01 / 1	Total length of railway – total	RDT_KO GUPIKK US_1	The railway infrastructure designated for public use (public railway) shall be made available to all the applicants for rail transport without discrimination as regards basic and additional services ensuring access as well as the fees, time and other conditions of use on the bases of and pursuant to the procedure provided in the Railways Act. Non-public railway is railway which is not a part of public railway. Siding is a track built for sending wagons for loading or unloading or receiving them and it is connected to the station line or running track between stations. Private siding is a track or set of tracks which is not managed by the railway infrastructure manager but is connected to the track of an infrastructure manager.	Positive integer	
01 / 2	Total length of railway – public railway	RDT_KO GUPIKK US_2	The railway infrastructure designated for public use (public railway) shall be made available to all the applicants for rail transport without discrimination as regards basic and additional services ensuring access as well as the fees, time and other conditions of use on the bases of and pursuant to the procedure provided in the Railways Act. Non-public railway is railway which is not a part of public railway. Siding is a track built for sending wagons for loading or unloading or receiving them and it is connected to the station line or main line between stations. Private siding is a track or set of tracks which is not managed by the railway infrastructure manager but is connected to the track of an infrastructure manager.	Positive integer	
02 / 1	Length of running tracks – total	RDT_PE ATEE_1	Length of running track, km. Running track – a track providing end-to-end line continuity designed for trains between stations or places indicated in tariffs as independent points of departure or arrival for the conveyance of passengers or goods.	Positive integer	
02 / 2	Length of running tracks – public railway	RDT_PE ATEE_2	Length of running track on public railway, km. Running track – a track providing end-to-end line continuity designed for trains between stations or places indicated in tariffs as independent points of departure or arrival for the conveyance of passengers or goods.	Positive integer	
03 / 1	Length of	RDT_PE	Length of electrified running track, km. Electrified railway –	Positive	

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	electrified running tracks – total	ATEE_ELE_1	track provided with an overhead catenary or a conductor rail to permit electric traction.	integer	
03 / 2	Length of electrified running tracks – public railway	RDT_PEATEE_ELE_2	Length of electrified running tracks, km. Electrified railway – track provided with an overhead catenary or a conductor rail to permit electric traction. Length of electrified running track on public railway.	Positive integer	
04 / 1	Length of running tracks with double or more tracks – total	RDT_PEAATEE_MITU_1	Length of running track with double or more tracks, km. Track – a pair of rails over which rail borne vehicles can run.	Positive integer	
04 / 2	Length of running tracks with double or more tracks – public railway	RDT_PEAATEE_MITU_2	Length of running track with double or more tracks, km. Track – a pair of rails over which rail borne vehicles can run. Length of public running track with double or more tracks over which rail borne vehicles can run.	Positive integer	
05 / 1	Length of railway with automotive lockout – total	RDT_AU TOBLOK_1	Length of railway with automatic blocking system in kilometres. Automatic blocking system is an interval regulation system of rail traffic in which the dispatch of a train from a neighbouring station on the track between the stations is automatically blocked when the relevant light turns on. The section between stations is divided into blocks. The signalling lights restricting the blocks change automatically, transmitting signals to trains according to whether the block section behind the signalling light is free from rolling stock or not.	Positive integer	
05 / 2	Length of railway with automotive lockout – public railway	RDT_AU TOBLOK_2	Length of railway with automatic blocking system in kilometres. Automatic blocking system is an interval regulation system of rail traffic in which the dispatch of a train from a neighbouring station on the track between the stations is automatically blocked when the relevant light turns on. The section between stations is divided into blocks. The signalling lights restricting the blocks change automatically, transmitting signals to trains according to whether the block section behind the signalling light is free from rolling stock or not.	Positive integer	
06 / 1	Length of railways with semi-automotive lockout – total	RDT_PO OLAUTO BLOK_1	Length of railway with semi-automotive lockout, km. Semi-automotive lockout – semi-automotive system of rail traffic, which enables to open the departure signal and send the train to the section between stations in case of electric block-signal “OK” received from the stationmaster of the neighbouring station.	Positive integer	
06 / 2	Length of railways with semi-automotive lockout – public railway	RDT_PO OLAUTO BLOK_2	Length of public railway with semi-automotive lockout, km. Semi-automotive lockout – semi-automotive system of rail traffic, which enables to open the departure signal and send the train to the section between stations in case of electric block-signal “OK” received from the stationmaster of the neighbouring station.	Positive integer	
07 / 1	Length of railway with combined blocking system – total	RDT_KO MBLOK_1	Length of railway with combined blocking system in kilometres. Combined blocking system is a system of rail traffic in which the dispatch of a train from a neighbouring station on the track between the stations is automatically blocked when the respective light turns on and where in such a case it is possible to dispatch the train to the track between stations assuming that an electric signal indicating free track has been received from the block sections between the stations.	Positive integer	
07 / 2	Length of railway with combined blocking system – public railway	RDT_KO MBLOK_2	Length of railway with combined blocking system in kilometres. Combined blocking system is a system of rail traffic in which the dispatch of a train from a neighbouring station on the track between the stations is automatically blocked when the respective light turns on and where in such a case it is possible to dispatch the train to the track between stations assuming that an electric signal indicating free track has been received from the block sections between the stations.	Positive integer	
11 / 1	Number of railway stations – total	RDT_JA AM_1	Railway station is a train recording point with tracks, which is designed for dispatching and receiving trains, passing of trains, marshalling and shunting; depending on the existence and purpose of buildings and facilities of railway infrastructure, also for freight acceptance and release, servicing passengers, and other railway traffic related operations.	Positive integer	
11 / 2	Number of railway stations – public railway	RDT_JA AM_2	Railway station is a train recording point with tracks, which is designed for dispatching and receiving trains, passing of trains, marshalling and shunting; depending on the existence and purpose of buildings and facilities of railway infrastructure, also for freight acceptance and release, servicing passengers, and other railway traffic related operations.	Positive integer	

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12 / 1	Number of railway stations open to goods traffic – total	RDT_JA AM_KAU BA_1	Total number of railway stations available for goods transport.	Positive integer	
12 / 2	Number of railway stations open to goods traffic – public railway	RDT_JA AM_KAU BA_2	Number of public railway stations open to goods transport.	Positive integer	
13 / 1	Number of railway stations open to passenger transport – total	RDT_JA AM_REI SI_1	Railway station meant for passenger traffic with facilities for passengers and offering relevant services.	Positive integer	
13 / 2	Number of railway stations open to passenger transport – public railway	RDT_JA AM_REI SI_2	Railway station meant for passenger traffic with facilities for passengers and offering relevant services.	Positive integer	
16 / 1	Number of halts for passenger trains – total	RDT_PE ATUS_R EISI_1	Passenger train halt – a correctly constructed and signposted stop-off point for passenger trains between stations.	Positive integer	
16 / 2	Number of halts for passenger trains – public railway	RDT_PE ATUS_R EISI_2	Number of passenger train halts on public railway. Passenger train halt – a correctly constructed and signposted stop-off point for passenger trains between stations.	Positive integer	
18_1 / 1	Total number of active level crossings	RDT_YL SOIDU_ RGLTUD 1	Level crossing means an intersection at grade between a road and a railway.	Positive integer	
18_1 / 2	Number of active level crossings – public railway	RDT_YL SOIDU_ RGLTUD 2	Level crossing means an intersection at grade between a road and a railway.	Positive integer	
18_2 / 1	Active pedestrian level crossings – total	RDT_YL KAIGU_ RGLTUD 1	Pedestrian level crossing means an intersection at grade between a pedestrian track or cycle track and a railway.	Positive integer	
18_2 / 2	Number of active pedestrian level crossings – public railway	RDT_YL KAIGU_ RGLTUD 2	Pedestrian level crossing means an intersection at grade between a pedestrian track or cycle track and a railway.	Positive integer	
19_1 / 1	Total number of passive level crossings	RDT_YL SOIDU_ RGLTA_ 1	Level crossing means an intersection at grade between a road and a railway.	Positive integer	
19_1 / 2	Number of passive level crossings – public railway	RDT_YL SOIDU_ RGLTA_ 2	Level crossing means an intersection at grade between a road and a railway.	Positive integer	
19_2 / 1	Number of passive pedestrian level crossings – total	RDT_YL KAIGU_ RGLTA_ 1	Pedestrian level crossing means an intersection at grade between a pedestrian track or cycle track and a railway.	Positive integer	
19_2 / 2	Number of passive pedestrian level crossings – public railway	RDT_YL KAIGU_ RGLTA_ 2	Pedestrian level crossing means an intersection at grade between a pedestrian track or cycle track and a railway.	Positive integer	

Table 2. TRACTIVE ROLLING STOCK IN THE NATIONAL RAILWAY TRAFFIC REGISTER

Tractive vehicles in the National Railway Traffic Register – tractive vehicle – a vehicle equipped with prime mover and motor, or with motor only, intended either for hauling other vehicles (locomotive) or for hauling other vehicles and for the carriage of passengers and/or goods (railcar).

Row code/ column code	Name of variable * - mandatory	Code of variable	Explanation	Type of data (number of decimals) or list/ classification name	You need not fill in the value: period, economic activity
02 / 1	Registered diesel locomotives –	REG_VE DUR_D_	Diesel locomotive - locomotive, the main source of power of which is a diesel engine, irrespective of the type of	Positive integer	

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	number at the end of the year	1	transmission installed. Diesel-electric locomotive equipped to derive power from an overhead wire or from a conductor rail are classed as electric locomotives.		
02 / 3	Registered diesel locomotives – first registrations within the year	REG_VE DUR_D_3	Diesel locomotive - locomotive, the main source of power of which is a diesel engine, irrespective of the type of transmission installed. Diesel-electric locomotive equipped to derive power from an overhead wire or from a conductor rail are classed as electric locomotives.	Positive integer	
03 / 1	Registered electric locomotives – number at the end of the year	REG_VE DUR_E_1	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 also has 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.	Positive integer	
03 / 3	Registered electric locomotives – first registrations within the year	REG_VE DUR_E_3	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 also has 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.	Positive integer	
04 / 1	Other registered locomotives – number at the end of the year	REG_VE DUR_M_1		Positive integer	
04 / 3	Other registered locomotives – first registrations within the year	REG_VE DUR_M_3		Positive integer	
06 / 1	Registered passenger diesel railcars – number at the end of the year	REG_M OVAGU N_D_1	Passenger diesel railcar is a tractive railway vehicle equipped with a motor for carriage of goods or passengers by railway. The definition of the various categories of locomotives (electric, diesel) applies, mutatis mutandis, to railcars. A block composed of railcars and railcar trailers can be referred to as "Multiple unit" if it is modular; "Trainset" if it is fixed. In tractive 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 (tractive and non tractive) is counted as one unit.	Positive integer	
06 / 3	Registered passenger diesel railcars – first registrations within the year	REG_M OVAGU N_D_3	Passenger diesel railcar is a tractive railway vehicle equipped with a motor for carriage of goods or passengers by railway. The definition of the various categories of locomotives (electric, diesel) applies, mutatis mutandis, to railcars. A block composed of railcars and railcar trailers can be referred to as "Multiple unit" if it is modular; "Trainset" if it is fixed. In tractive 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 (tractive and non tractive) is counted as one unit.	Positive integer	
07 / 1	Registered passenger electric railcars – number at the end of the year	REG_M OVAGU N_E_1	Passenger electric railcar is a tractive railway vehicle equipped with a motor for carriage of goods or passengers by railway. The definition of the various categories of locomotives (electric, diesel) applies, mutatis mutandis, to railcars. A block composed of railcars and railcar trailers can be referred to as "Multiple unit" if it is modular; "Trainset" if it is fixed. In tractive 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 (tractive and non tractive) is counted as one unit.	Positive integer	
07 / 3	Registered passenger electric railcars – first registrations within the year	REG_M OVAGU N_E_3	Passenger electric railcar is a tractive railway vehicle equipped with a motor for carriage of goods or passengers by railway. The definition of the various categories of locomotives (electric, diesel) applies, mutatis mutandis, to railcars. A block composed of railcars and railcar trailers can be referred to as "Multiple unit" if it is modular; "Trainset" if it is fixed. In tractive 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 one unit.	Positive integer	

Table 3. WAGONS and SPECIFIC ROLLING STOCK IN THE NATIONAL RAILWAY TRAFFIC REGISTER

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Row code/ column code	Name of variable * - mandatory	Code of variable	Explanation	Type of data (number of decimals) or list/ classification name	You need not fill in the value: period, economic activity
02 / 1	Registered wagons – number at the end of the year	REG_VA GUN_KV _1	Wagon – a railway vehicle normally intended for the transport of goods. Railcars and railcar trailers fitted only for the conveyance of goods are included.	Positive integer	
02 / 2	Registered wagons – first registrations within the year	REG_VA GUN_KV _2	Wagon – a railway vehicle normally intended for the transport of goods. Railcars and railcar trailers fitted only for the conveyance of goods are included.	Positive integer	
03 / 1	Registered passenger rail coaches – number at the end of the year	REG_VA GUN_SV _1	Coach (passenger railway vehicle) is a railway vehicle for the conveyance of passengers, even if it comprises one or more compartments with 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 is counted as a passenger railway vehicle.	Positive integer	
03 / 2	Registered passenger rail coaches – first registrations within the year	REG_VA GUN_SV _2	Coach (passenger railway vehicle) is a railway vehicle for the conveyance of passengers, even if it comprises one or more compartments with 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.	Positive integer	
04 / 1	Registered specific rolling stock – number at the end of the year	REG_ER IVEERE M_1	Specific rolling stock – draisines, snowplows, track repair machines, railway cranes, etc.	Positive integer	
04 / 2	Registered specific rolling stock – first registrations within the year	REG_ER IVEERE M_2	Specific rolling stock – draisines, snowplows, track repair machines, railway cranes, etc.	Positive integer	
05 / 1	Registered special purpose rolling stock – number at the end of the year	REG_ER IOTSTA RB_1	Special purpose rolling stock – based on the passenger railway vehicle: mail, luggage, measuring, defectoscopy, dynamometric, etc. vans.	Positive integer	
05 / 2	Registered special purpose rolling stock - first registrations within the year	REG_ER IOTSTA RB_2	Special purpose rolling stock – based on the passenger railway vehicle: mail, luggage, measuring, defectoscopy, dynamometric, etc. vans	Positive integer	

Table 3.1. FREIGHT WAGONS IN THE RAILWAY TRAFFIC REGISTER

Row code/ column code	Name of variable * - mandatory	Code of variable	Explanation	Type of data (number of decimals) or list/ classification name	You need not fill in the value: period, economic activity
02 / 1	Registered covered wagons – number at the end of the year	REG_KA UBAV_KI NNI_1	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 an opening roof as well as those insulated, heated and refrigerated are included.	Positive integer	
02 / 2	Registered covered wagons - first registrations within the year	REG_KA UBAV_KI NNI_2	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 an opening roof as well as those insulated, heated and refrigerated are included.	Positive integer	
03 / 1	Registered flat wagons – number at the end of the year	REG_KA UBAV_P LAT_1	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. Also includes fitted flat wagons (container, timber, etc.)	Positive integer	
03 / 2	Registered flat	REG_KA	Wagon without roof or sides, or wagon without roof but with	Positive	

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	wagons - first registrations within the year	UBAV_P LAT_2	sides not higher than 60 cm, or swing-bolster wagon, of ordinary or special type. Also includes fitted flat wagons (container, timber, etc.)	integer	
04 / 1	Registered hopper wagons – number at the end of the year	REG_KA UBAV_P UNK_1	Hopper wagon is a wagon for the transport in bulk of powdered products such as cement, flour, plaster, etc.	Positive integer	
04 / 2	Registered hopper wagons – first registrations in a year	REG_KA UBAV_P UNK_2	Hopper wagon is a wagon for the transport in bulk of powdered products such as cement, flour, plaster, etc.	Positive integer	
05 / 1	Registered tank wagons – number at the end of the year	REG_KA UBAV_T SIS_1	Tank wagon – a wagon designed for the bulk transport of liquids or gases.	Positive integer	
05 / 2	Registered tank wagons – first registrations within the year	REG_KA UBAV_T SIS_2	Tank wagon – a wagon designed for the bulk transport of liquids or gases.	Positive integer	
06 / 1	Registered refrigerated wagons – number at the end of the year	REG_KA UBAV_T ERM_1	Refrigerated wagon – insulated wagon using a source of cooling (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) other than a mechanical or “absorption” unit. Heated wagon – insulated wagon fitted with a heater. 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.	Positive integer	
06 / 2	Registered refrigerated wagons – first registrations within the year	REG_KA UBAV_T ERM_2	Refrigerated wagon – insulated wagon using a source of cooling (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) other than a mechanical or “absorption” unit. Heated wagon – insulated wagon fitted with a heater. 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.	Positive integer	
07 / 1	Registered insulated wagons – number at the end of the year	REG_KA UBAV_IS OL_1	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: IN – normally insulated equipment (K coefficient equal to or less than 0.7 W/m ² °C); IR – heavily insulated equipment (K coefficient equal to or less than 0.4 W/m ² °C).	Positive integer	
07 / 2	Registered insulated wagons - first registrations within the year	REG_KA UBAV_IS OL_2	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: IN – normally insulated equipment (K coefficient equal to or less than 0.7 W/m ² °C); IR – heavily insulated equipment (K coefficient equal to or less than 0.4 W/m ² °C).	Positive integer	
08 / 1	Registered high sided wagons – number at the end of the year	REG_KA UBAV_P OOR_1	High sided wagon – wagon with no roof and with rigid sides higher than 60 cm.	Positive integer	
08 / 2	Registered high sided wagons – first registrations in a year	REG_KA UBAV_P OOR_2	High sided wagon – wagon with no roof and with rigid sides higher than 60 cm.	Positive integer	
09 / 1	Registered wagons for intermodal transport – number at the end of the year	REG_KA UBAV_Y HEND_1	Wagon for intermodal transport – a wagon specially built or equipped for the transport of intermodal transport units (ITUs) or other goods road vehicles.	Positive integer	
09 / 2	Registered wagons for intermodal transport – first registrations within	REG_KA UBAV_Y HEND_2	Wagon for intermodal transport – a wagon specially built or equipped for the transport of intermodal transport units (ITUs) or other goods road vehicles.	Positive integer	

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	the year				
14 / 1	Other wagons – number at the end of the year	REG_KA UBAV_M UU_1	Other freight wagons, excl. covered, flat, hopper, tank, refrigerated, insulated, high sided and intermodal transport wagons.	Positive integer	
14 / 2	Other wagons – first registrations in a year	REG_KA UBAV_M UU_2	Other freight wagons, excl. covered, flat, hopper, tank, refrigerated, insulated, high sided and intermodal transport wagons.	Positive integer	

Table 3.2. COACHES IN THE NATIONAL RAILWAY TRAFFIC REGISTER

Row code/ column code	Name of variable * - mandatory	Code of variable	Explanation	Type of data (number of decimals) or list/ classification name	You need not fill in the value: period, economic activity
02 / 1	Registered chair cars – number at the end of the year	REG_RE ISIV_IST E_1	Seat wagon – type of coach.	Positive integer	
02 / 2	Registered chair cars – number of seats at the end of the year	REG_RE ISIV_IST E_2	Seat wagon – type of coach.	Positive integer	
02 / 5	Registered chair cars – first registrations in a year	REG_RE ISIV_IST E_5	Seat wagon – type of coach.	Positive integer	
03 / 1	Registered sleeping cars – number at the end of the year	REG_RE ISIV_MA GA_1	Sleeping car is a type of coach, which also includes compartment cars.	Positive integer	
03 / 2	Registered dining cars for the conveyance of passengers – number of seats at the end of the year	REG_RE ISIV_RE STO_2	Dining cars include dining cars and buffet compartments.	Positive integer	
03 / 3	Registered sleeping cars – number of berths at the end of the year	REG_RE ISIV_MA GA_3	Sleeping car is a type of coach, which also includes compartment cars.	Positive integer	
03 / 5	Registered sleeping cars – first registrations in a year	REG_RE ISIV_MA GA_5	Sleeping car is a type of coach, which also includes compartment cars.	Positive integer	
04 / 1	Registered dining cars – number at the end of the year	REG_RE ISIV_RE STO_1	Dining cars include dining cars and buffet compartments.	Positive integer	
04 / 5	Registered dining cars – first registrations in a year	REG_RE ISIV_RE STO_5	Dining cars include dining cars and buffet compartments.	Positive integer	
05 / 1	Registered saloon cars – number at the end of the year	REG_RE ISIV_SA LO_1	Saloon car is a type of coach, which also includes luxury coaches.	Positive integer	
05 / 2	Registered saloon cars – number of seats at the end of the year	REG_RE ISIV_SA LO_2	Saloon wagon – type of coach.	Positive integer	
05 / 3	Registered saloon cars – number of berths at the end of the year	REG_RE ISIV_SA LO_3	Saloon car is a type of coach, which also includes luxury coaches.	Positive integer	
05 / 5	Registered saloon cars – first registrations in a year	REG_RE ISIV_SA LO_5	Saloon car is a type of coach, which also includes luxury coaches.	Positive integer	
06 / 1	Registered luggage vans – number at the end of the year	REG_RE ISIV_PA GAS_1	Luggage van – a non-tractive railway vehicle forming part of a passenger or goods train and used by the train crew as well as for the conveyance of luggage, parcels, bicycles, etc. Vehicles possessing one or more passenger compartments	Positive integer	

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			are not counted as vans but as passenger railway vehicles. Mail vans are included under vans when they do not have a passenger compartment.		
06 / 5	Registered luggage vans – first registrations in a year	REG_RE ISIV_PA GAS_5	Luggage van – a non-tractive railway vehicle forming part of a passenger or goods train and used by the train crew as well as for the conveyance of luggage, parcels, bicycles, etc. Vehicles possessing one or more passenger compartments are not counted as vans but as passenger railway vehicles. Mail vans are included under vans when they do not have a passenger compartment.	Positive integer	
07 / 1	Registered mail vans – number at the end of the year	REG_RE ISIV_PO ST_1	Mail van – type of coach.	Positive integer	
07 / 2	Registered passenger railway vehicles for the conveyance of mail – number of seats at the end of the year	REG_RE ISIV_PO ST_2	Mail van – type of coach.	Positive integer	
07 / 5	Registered mail vans – first registrations in a year	REG_RE ISIV_PO ST_5	Mail van – type of coach.	Positive integer	
09 / 2	Registered diesel rail cars – number of seats at the end of the year	REG_SO ITJA_MO VAGUN_ D_2	Diesel railcar – a tractive railway vehicle equipped with a motor for carriage of passengers by railway. The definition of the various categories of locomotives (electric, diesel) applies, mutatis mutandis, to railcars. A block composed of railcars and railcar trailers can be referred to as “Multiple unit” if it is modular; “Trainset” if it is fixed. In tractive vehicle statistics, each railcar in an indivisible set is counted separately; in statistics of passenger vehicles, each body fitted to carry passengers is counted as one unit.	Positive integer	
10 / 2	Registered electric railcars – number of seats at the end of the year	REG_SO ITJA_MO VAGUN_ E_2	Electric railcar – a tractive railway vehicle equipped with a motor for carriage of passengers by railway. The definition of the various categories of locomotives (electric, diesel) applies, mutatis mutandis, to railcars. A block composed of railcars and railcar trailers can be referred to as “Multiple unit” if it is modular; “Trainset” if it is fixed. In tractive vehicle statistics, each railcar in an indivisible set is counted separately; in statistics of passenger vehicles, each body fitted to carry passengers is counted as one unit.	Positive integer	
11 / 1	Registered railcar trailers – number at the end of the year	REG_SO ITJA_MO HAAKE_ 1	Railcar trailer – non-tractive passenger railway vehicle coupled to one or more railcars.	Positive integer	
11 / 2	Registered railcar trailers – number of seats at the end of the year	REG_SO ITJA_MO HAAKE_ 2	Railcar trailer – non-tractive passenger railway vehicle coupled to one or more railcars.	Positive integer	
11 / 5	Registered railcar trailers – first registrations in a year	REG_SO ITJA_MO HAAKE_ 5	Railcar trailer – non-tractive passenger railway vehicle coupled to one or more railcars.	Positive integer	

Table 4. TIME SPENT ON FILLING OUT THE QUESTIONNAIRE

Please estimate how much time you spent on filling out the questionnaire (incl. time spent on reading the instructions, collecting and preparing data). Record the total time spent by all employees.

Row code/ column code	Name of variable * - mandatory	Code of variable	Explanation	Type of data (number of decimals) or list/ classification name	You need not fill in the value: period, economic activity
/	Number of hours spent on completing the questionnaire and collecting and preparing the	TAITMIS EAEGTU NDI	Number of hours spent by all employees on completing the questionnaire. The time spent on completing the questionnaire includes the time spent on reviewing instructions, collecting and preparing the necessary data.	Positive integer	

Questionnaire manual: Railway and rolling stock

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	necessary data				
/	Number of minutes spent on completing the questionnaire and collecting and preparing the necessary data	TAITMIS EAEGMI NUTIT	Number of minutes spent by all employees on completing the questionnaire. The time spent on completing the questionnaire includes the time spent on reviewing instructions, collecting and preparing data. Permitted value range 0–59.	Positive integer	