

Questionnaire manual: Railway and rolling stock

Questionnaire code: 11472024

Submitted in: 15.02.2024, data about 2023

Periodicity: Annual

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After correcting the data, save changes and check the questionnaire again. If there are no more mistakes, confirm and submit the data by clicking "Confirm" on the last page of the questionnaire. You will be displayed a message that the data have been submitted successfully. If you have any questions, please contact Statistics Estonia's customer service either by phone at +372 625 9300 (Mon–Thu 8:30–16:30, Fri 8:30–15:30) or by e-mail at klienditugi@stat.ee.

DATA COLLECTED WITH THE QUESTIONNAIRE

Table 1. RAILWAYS IN THE RAILWAY TRAFFIC REGISTER, AS AT THE END OF THE 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 electrified running tracks – total | RDT_PE ATEE_E LE_1 | Length of electrified running track, km. Electrified railway – track provided with an overhead catenary or a conductor rail to permit electric traction. | Positive integer | |

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| | tracks – total | LF_1 | to permit electric traction. | | |
|--------|----------------------------------------------------------------------|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--|
| 03 / 2 | Length of electrified running tracks – public railway | RDT_PE ATEE_E LE_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_PE ATEE_M ITU_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_PE ATEE_M ITU_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 | |
| 12 / 1 | Number of railway | RDT_JA | Total number of railway stations available for goods | Positive | |

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| | stations open to goods traffic – total | AM_KAU BA_1 | transport. | 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).

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 |
|-----------------------------|-----------------------------------|---------------------|-------------------------------------------------------------|-------------------------------------------------------------------------------|--------------------------------------------------------------------------|
| 02 / 1 | Registered diesel | REG_VE | Diesel locomotive - locomotive, the main source of power of | Positive | |

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| | locomotives – number at the end of the year | DUR_D_1 | 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. | integer | |
| 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 | |

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| 03 / 2 | Registered flat wagons - first registrations within the year | REG_KA UBAV_P LAT_2 | 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 | |
| 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 | 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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| | registrations within 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 | 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. | Positive integer | |

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| | of the year | | 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 . | | |
| 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 (incl. for preparing the data)

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 | 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

Questionnaire code: 11472024

Submitted in: 15.02.2024, data about 2023

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| | | | | | |
|---|---------------------------------------------------------------------------------------------------------|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--|
| | preparing the 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 | |

Table Y3. Suggestions and comments

| 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 |
|--------------------------|-----------------------------------|-----------------------|-------------|----------------------------------------------------------------------|--------------------------------------------------------------|
| / | Suggestions and comments | TAGASI S_TESS T | | Text | |