POTENTIAL NEW INDICATORS ON RAIL TRANSPORT

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10th ITF Transport Statistics Meeting
11-12 April 2024, Paris
Proposal from ITF

- ITF collects rail data at the national level:
  - Infrastructure data (investment and network length)
  - Passenger and freight movement
- Indicators proposed by the ERA Task Force mainly refer to costs
- ITF is proposing two sets of indicators:
  - Operational performance indicators
  - Environmental performance indicators
- Should we include some statistical indicators?
Operational Performance Indicators

- Network utilization
  - Passenger-kilometres/km of network, categorised by service type (e.g. urban, conventional or high-speed rail)
  - Tonne-kilometres/km of network, categorised by service type
- Fleet utilization
  - Passenger-kilometres/vehicle-kilometres
  - Tonne-kilometres/vehicle-kilometres
- Turnaround time
- Empty running
Environmental Performance Indicators

- Fuel efficiency (l/100 km equivalent)
  - By vehicle category and powertrain type
- Energy consumption (kWh/km)
  - By vehicle category and powertrain type
- Energy source mix to power vehicles
- CO2 emissions (g CO2/km equivalent)
  - By vehicle category and powertrain type
- Vehicle replacement rate
  - By vehicle category and powertrain type
Statistical Indicators

? Vehicle fleet size
  ? By vehicle category, powertrain type and split by freight/passenger

? Vehicle fleet age
  ? By vehicle category, powertrain type and split by freight/passenger

? Delay time
  ? Average delays on main corridors, split by freight/passenger

? Load factors
  ? By vehicle category and split by freight/passenger
Other proposals

- Should we start collecting data in cubic metres, not only in tonne-kilometres?
  - Goods are becoming lighter, but more valuable
- Should we collect time series for costs?
  - It would be possible to calculate cost elasticities for scenario analysis
- Should we collect data on water use and water management?
  - There is limited understanding of the water requirements associated with different transport modes
Questions?
Suggestions?
Remarks?
Thank you