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INLAND TRANSPORT COMMITTEE

Working Party on Transport Statistics  
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**INTERSECRETARIAT WORKING GROUP ON TRANSPORT STATISTICS (IWG)**

Glossary of Transport Statistics

Transmitted jointly by the Eurostat, UNECE and the European Conference of  
Ministers of Transport (ECMT)

Note: Following the request of the Working Party, the members of IWG considered with experts on combined transport within their respective secretariats to what extent the list of terms in the publication Terminology on Combined Transport might be included in the Glossary on Transport Statistics. The IWG wishes to inform the Working Party on a part of the ongoing work within IWG regarding an update of the chapter on combined transport terms in the current version of the Glossary. In connection with this, IWG has prepared, thus far, the document concerning the Rail Chapter to be included in the third edition of the Glossary of Transport Statistics, which is reproduced below.

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Glossary for Transport Statistics / Railway Transport  
Revised  
IWG / Draft 26/08/02

Metro and light rail transport are excluded, unless otherwise specified.  
*Trams are included under the road chapter.*

**I. INFRASTRUCTURE**

**01. Railway**

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

**02. Metro**

To be defined

**03. Light rail**

To be defined

**04. 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 touristic purposes 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.*

**05. Track**

A pair of rails over which railway vehicles can run.

**06. 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 (example Finland)  
1.600 m (example Ireland)  
1.668 m (example Portugal)

Narrow gauge: 0.60 m, 0.70 m, 0.75 m, 0.76 m, 0.785 m, 0.90 m, 1.00 m.

*“Large gauge” is sometimes referred to as “broad gauge”.*

#### **07. Rail loading gauge**

The profile through which a rail vehicle and its loads must pass, taking into account tunnels and track side obstacles.

*There are 3 international gauges, agreed by UIC:*

**A GAUGE:**

*total height 3.85 m above the rail and 1.28 m on either side of the track axle.*

**B GAUGE:**

*total height 4.08 m above the rail and 1.28 m on either side of the track axle.*

**C GAUGE:**

*total height 4.65 m above the rail and 1.45 m on either side of the track axle.*

*Another gauge of particular significance is the **B+ GAUGE**, for which the total height is 4.18 m above the rail and 1.36 m on either side of the track axle.*

*More generally, there are many other gauges recognised by rail networks.*

#### **08. 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.

#### **09. Electrified track**

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

#### **10. Sidings**

Tracks branching off running tracks.

*The length of sidings is included in the length of tracks managed by the infrastructure manager, private sidings being excluded.*

#### **11. Private siding**

Track or set of tracks which are not managed by the infrastructure manager but are linked up with the track of an infrastructure manager so that;

a) Railway undertakings or supportive functions can perform necessary activities.

b) Industrial, commercial or port, etc. establishment or group of establishments can be served by rail without transshipment.

## **12. 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.

## **13. Dedicated high speed line**

A line specially built to allow traffic at speeds generally equal to or greater than 250 km/h for the main segments.

*High speed lines may include connecting lines, in particular junctions with town centre stations located on them, on which speeds may take account of local conditions.*

## **14. Upgraded high speed line**

A conventional line specially upgraded to allow traffic at speeds of the order of 200 km/h for the main segments.

*They include specially upgraded high speed lines which have special features as a result of topographical, relief or town-planning constraints, on which the speed must be adapted for each case.*

## **15. Length of lines operated**

The total length of line operated for passenger transport, goods transport, or for both.

*When a line is operated simultaneously by several railway companies it will be counted only once.*

## **16. 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.*

## **17. Types of electric power**

The following types of electric current are in use:

- AC 25 000 Volts, 50 Hz
- 15 000 Volts,  $16\frac{2}{3}$  Hz
- DC 3 000 Volts
- 1 500 Volts

750 Volts  
660 Volts  
630 Volts

## **18. 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 (tractive vehicles) or hauled by another vehicle (coaches, railcar trailers, vans and wagons).

*The following vehicles are included in the statistics for a railway company :*

*a) All railway vehicles belonging to the railway company 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 company and vehicles of the company temporarily engaged in the normal course of running abroad.*

*b) Private owners' wagons, i.e. those not belonging to the railway company but authorized to run for it under specified conditions, together with wagons hired out by the railway company to third parties and being operated as private owners' wagons.*

*Statistics for a railway company exclude vehicles not at its disposal, i.e.*

*a) Foreign vehicles or vehicles not belonging to the railway company circulating on the railway network.*

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

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

### **02. High speed railway vehicle**

A railway vehicle designed to travel at a cruising speed of at least 250 km/h on dedicated high speed lines.

*On some segments the cruising speed may be lower, according to the local conditions.*

### **03. High speed tilting railway vehicle**

A railway vehicle with a tilting system designed to have a cruising speed of the order of 200 km/h or above on upgraded high speed lines.

*On some segments the cruising speed may be lower, according to the local conditions.*

#### **04. Conventional high speed railway vehicle**

Any railway vehicle not specially designed to run on dedicated or upgraded high speed lines but still being able to reach a maximum cruising speed of approximately 200 km/h

#### **05. Trainset**

Indivisible block of railcar(s) and railcar trailer(s) or locomotive(s) and passenger railway vehicle(s)

*Included are trainsets that are technically divisible but are normally kept in the same configuration.*

*A trainset could be coupled to another one.*

*Sometimes traction may be distributed throughout the trainset.*

#### **06. 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").

#### **07. Locomotive**

Tractive railway vehicle with a power of 110 kW and above at the draw hook equipped with prime mover and motor or with motor only used for hauling railway vehicles.

*Light rail motor tractors are excluded.*

#### **08. Light rail motor tractor**

Tractive railway vehicle with a power of less than 110 kW at the draw hook.

*Normally used for shunting or for work trains and short-distance or low-tonnage terminal services.*

#### **09. Steam locomotive**

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

#### **10. 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.*

#### **11. 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.*

#### **12. Railcar**

Tractive railway vehicle 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.

*A block composed of railcars and railcar trailers can be referred to as:*

- "multiple units" if it is modular
- "trainset" if it is fixed.

*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.*

#### **13. 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. Included are railcars if they are designed for passenger transport.*

#### **14. Railcar trailer**

Non-tractive passenger railway vehicle coupled to one or more railcars.

*Vehicles for the transport of goods, even when pulled by a railcar, are referred to as wagons.*

#### **15. Coach**

Passenger railway vehicle coupled to one or more railcars.

**16. Number of seats and berths**

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

*Seats in dining coaches and buffet compartments places are excluded.*

**17. Number of standing places**

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

**18. Van**

Non-tractive railway vehicle 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 railway vehicles. Mail vans, belonging to railway companies, are included under vans when they do not have a passenger compartment.*

**19. Wagon**

Railway vehicle normally intended for the transport of goods.

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

**20. Railway company-owned wagon**

Any wagon belonging to a railway company.

*Excluded are privately-owned wagons.*

**21. Privately-owned wagon**

Wagon not belonging to a railway company, but at its disposal and authorized to run for it under specified conditions, or wagon hired out by a railway company to third parties.

**22. 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, heated and refrigerated are included.*

**23. 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  $0.7 \text{ W/m}^2 \text{ }^\circ\text{C}$

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

**24. 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  $+ 30^\circ \text{ C}$ , of lowering the temperature inside the empty body to, and thereafter maintaining it :*

- at  $+ 7^\circ \text{ C}$  maximum in the case of class A;
  - at  $-10^\circ \text{ C}$  maximum in the case of class B;
  - at  $-20^\circ \text{ C}$  maximum in the case of class C; and
  - at  $0^\circ \text{ C}$  maximum in the case of class D;
- with the aid of appropriate refrigerants and fittings.*

**25. 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  $+ 30^\circ\text{C}$ , 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  $t_1$  may be chosen between  $+12^\circ\text{C}$  and  $0^\circ \text{ C}$  inclusive.*

*Class B. Mechanically refrigerated wagon fitted with a refrigerating appliance such that  $t_1$  may be chosen between  $+12^\circ \text{ C}$  and  $-10^\circ \text{ C}$  inclusive.*

*Class C. Mechanically refrigerated wagon fitted with a refrigerating appliance such that  $t_1$  may be chosen between  $+12^{\circ}\text{C}$  and  $-20^{\circ}\text{C}$  inclusive.*

**26. 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  $+12^{\circ}\text{C}$  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  $-10^{\circ}\text{C}$ ; and,*

*Class B. Heated equipment for use when the mean outside temperature is  $-20^{\circ}\text{C}$ .*

**27. High sided wagon**

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

**28. 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.*

**29. Tank wagon**

Wagon designed for the bulk transport of liquids or gases.

**30. Silo wagon**

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

**31. Wagon for intermodal transport**

See F II.10 for definition.

**32. Carrying capacity of wagon**

The maximum authorized weight a wagon can carry.

**III. ENTERPRISES, ECONOMIC PERFORMANCE AND EMPLOYMENT**

**01. Railway Company**

Any company acting mainly as a railway undertaking, an infrastructure manager or as an integrated company.

**02. Railway undertaking  
(Provisional definition not yet finalized).**

Any public or private undertaking which provides services for the transport of goods and/or passengers by rail.

*Included are all undertakings that dispose of/provide traction. Excluded are railway undertakings which operate entirely or mainly within industrial and similar installations, including harbours, and railways undertakings which mainly provide local tourist services, such as preserved historical steam railways.*

*Sometimes the term railway operator is used.*

**03. Infrastructure manager**

Any public body or undertaking responsible in particular for establishing and maintaining railway infrastructure, as well as for operating the control and safety systems.

*An infrastructure manager can delegate to another railway company the following tasks: maintaining railway infrastructure, as well as operating the control and safety system.*

**04. Integrated company**

Railway undertaking also being an Infrastructure manager.

**05. Employment**

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

*Statistics should include all full-time equivalent employees performing all principal and ancillary activities of the company (railway operation, renewal, new construction, road and shipping services, electricity generation, hotels and restaurants, etc.).*

**06. 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 (excluding staff operating control and safety systems), train crews (excluding tractive units crews) and associated central and regional offices. Includes tourism and advertising.*

-- Traction and rolling stock

*Tractive units crews, workshop, inspection staff and associated central and regional offices.*

-- Way and works

*Permanent way maintenance and supervision staff (including staff operating control and safety systems).*

-- Other operations

*Passenger and goods road services, shipping services, electric power plants, hotel staff etc.*

**07. Turnover**

Total amount invoiced by a railway company 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 company with the exception of VAT invoiced by the unit vis-à-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.*

**08. Revenues**

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

**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 a railway company in conjunction with an operation or service, or with a series of operations and services.

## **11. 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.*

## **12. Value added**

Gross output (sales or receipts and other income, plus inventory change) of a railway company less the value of its intermediate consumption. Value added of domestic production of all railway companies 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.*

## **13. Tangible investment**

The outlay (purchases and own account production) of a railway company 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 companies 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.*

**14. 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.*

**15. Investment expenditures on rolling stock**

Expenditure for purchase of the new railway vehicles.

**16. Maintenance expenditure on infrastructure**

Expenditure for keeping infrastructure in working order.

**17. 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 being 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 vehicle 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 one railcar travelling 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 for the carriage of goods composed 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 company, 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 an active tractive vehicle over a distance of one kilometre.

*Tractive vehicles running light are included. Shunting movements are excluded.*

## **09. Hauled vehicle-kilometre**

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

*Railcars movements 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 railway vehicle including the weight of tractive vehicle.

*Included are weight of: tractive unit, hauled railway vehicle and its load. Passengers and their luggage are excluded. Shunting and other similar movements are excluded.*

**14. Gross tonne-kilometre hauled**

Unit of measure representing the movement over a distance of one kilometre of one tonne of hauled vehicles (and railcars) and contents.

*The weight of railcars is included, whereas the weight of locomotives is excluded. Passengers and their luggage are excluded. Shunting and other similar movements are excluded.*

**V. TRANSPORT MEASUREMENT**

**01. Railway 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 railway transport**

The main categories are:

-- Revenue earning railway transport: Transport conveyed for an outside party against payment.

-- Service railway transport: Transport which the railway company performs in order to meet its internal requirements whether or not such transport produces revenues for bookkeeping purpose.

### **03. National railway transport**

Railway transport between two places (a place of loading/embarkation and a place of unloading/disembarkation) 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 railway transport**

Railway transport between two places (a place of loading/embarkation and a place of unloading/disembarkation) in two different countries.

*It may involve transit through one or more additional countries.*

### **05. Rail transit**

Railway transport in the same railway vehicle through the reporting country between two places (a place of loading/embarkation and a place of unloading/disembarkation) both located outside the reporting country.

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

**(The question of including or excluding wagons loaded/unloaded at the frontier is under investigation)**

### **06. Rail passenger**

Any person, excluding members of the train crew, who makes a journey by rail.

*Passengers making a journey solely 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**

A passenger who boards a railway vehicle to be conveyed by it.

*A passenger transfer from one railway vehicle-directly to another one, regardless of the railway undertaking, is not regarded as disembarkation / embarkation.*

*Whenever during the transfer another mode of transport is used, this is to be regarded as disembarkation from a rail vehicle followed by a subsequent embarkation on a railway vehicle.*

#### **11. Rail passenger disembarked**

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

*A passenger transfer from one railway vehicle-directly to another one, regardless of the railway undertaking, is not regarded as disembarkation / embarkation.*

*Whenever during the transfer another mode of transport is used, this is to be regarded as disembarkation from a rail vehicle followed by a subsequent embarkation on a railway vehicle.*

#### **12. Rail passenger journey**

The combination between the place of embarkation and the place of disembarkation of the passengers conveyed by rail whichever itinerary is followed on the railway network.

#### **13. Place of embarkation**

The place in which a railway passenger boards the railway vehicle to be conveyed by it.

*A passenger transfer from one railway vehicle directly to another one, regardless of the railway undertaking, is not regarded as disembarkation / embarkation.*

*Whenever during the transfer another mode of transport is used, this is to be regarded as disembarkation from a rail vehicle followed by a subsequent embarkation on a railway vehicle.*

#### **14. Place of disembarkation**

The place in which a railway passenger leaves the railway vehicle after being conveyed by it.

***A passenger transfer from one railway vehicle-directly to another one, regardless of the railway undertaking, is not regarded as disembarkation / embarkation.***

*Whenever during the transfer another mode of transport is used, this is to be regarded as disembarkation from a rail vehicle followed by a subsequent embarkation on a railway vehicle.*

#### **15. Goods carried by rail**

Any goods moved by railway 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 total 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. If it is not available, then the distance charged or estimated should be taken into account.*

## **20. Categories of goods carried by rail**

The categories of goods carried by rail are those defined by the international nomenclature for transport statistics in use, approved by Eurostat, ECMT or UNECE.

## **21. Dangerous goods**

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

## **23. Goods unloaded**

Goods taken off a railway vehicle after transport by rail.

*Unlike in road and inland waterway transport, transshipments from one railway vehicle directly to another and change of tractive vehicle are not regarded as unloading/loading. However, if the goods are unloaded from a railway vehicle, loaded on another mode of transport and, again loaded on another railway vehicle, this is considered as unloading from the first railway vehicle followed by loading on the second railway vehicle.*

## **24. International goods transport by rail – loaded (outgoing)**

Goods carried by rail between a place of loading located in the reporting country and a place of unloading in another country.

*Goods in transit throughout are not included. Wagons loaded on a railway network and carried by ferry to a foreign network are included.*

## **25. International goods transport by rail – unloaded (incoming)**

Goods carried by rail between a place of loading located in a foreign country and a place of unloading in the reporting country.

*Goods in transit throughout are not included. 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 carried by rail through the reporting country between two places (place of loading/unloading) outside the reporting country.

*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.

**28. Place of loading**

The place in which the goods are loaded on a railway vehicle to be transported by it.

*Unlike in road and inland waterway transport, transshipments from one railway vehicle directly to another and change of tractive vehicle are not regarded as unloading/loading. However, if the goods are unloaded from a railway vehicle, loaded on another mode of transport and, again loaded on another railway vehicle, this is considered as unloading from the first railway vehicle followed by loading on the second railway vehicle.*

**29. Place of unloading**

The place in which the goods are unloaded from a railway vehicle after being transported by it.

*Unlike in road and inland waterway transport, transshipments from one railway vehicle directly to another and change of tractive vehicle are not regarded as unloading/loading. However, if the goods are unloaded from a railway vehicle, loaded on another mode of transport and, again loaded on another railway vehicle, this is considered as unloading from the first railway vehicle followed by loading on the second railway vehicle.*

**VI. ENERGY CONSUMPTION****01. Energy consumption by rail transport**

Final energy consumed by tractive vehicles for traction, train services and facilities (heating, air conditioning, lighting...).

**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:*

--	<i>Motor gasoline</i>	<i>1.070</i>
--	<i>Gas/diesel oil</i>	<i>1.035</i>

--	<i>Heavy fuel oil</i>	0.960
--	<i>Liquefied petroleum gas</i>	1.130
--	<i>Natural gas</i>	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 =  $2.78 \times 10^5$  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.*

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