



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.6/AC.4/2008/1
19 August 2008

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Transport Statistics

Ad hoc Group of Experts on the E-Rail Traffic Census

Second session

Geneva, 11 November 2008

Item 5 of the provisional agenda

**DRAFT RECOMMENDATIONS TO GOVERNMENTS ON THE E-RAIL TRAFFIC
CENSUS IN EUROPE IN 2010
("2010 E-RAIL TRAFFIC CENSUS")¹**

A. COVERAGE OF THE CENSUS

1. For purposes of the coverage of the 2010 E-Rail Traffic Census, the rail network to be considered consists of:

- lines that are included in Annex 1 of the European Agreement on Main International Railway Lines (AGC) of 1985 and in its Amendments which comes into force before 2010 <<http://www.unece.org/trans/main/sc2/sc2.html>>;
- lines that are included in the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) of 1991 and in its Amendments which comes into force before 2010 <<http://www.unece.org/trans/wp24/welcome.html>>; and

¹ For all definitions, consult document ECE/TRANS/WP.6/AC.4/2008/1/Add.2.

- in the European Union countries, lines in the Trans-European rail network (TEN) (Decision 1692/96/EC of the European Parliament and of the Council and further amendments).

2. Where an E-Railway line is not open to traffic (e.g., because it is closed for repairs, has not yet been built, or for other reasons), the Census could, if possible, be taken on the railway line(s) used by the traffic which would otherwise use the E-Railway line.

B. PURPOSE OF THE CENSUS

3. Internationally comparable data on main international railway traffic lines are of major and increasing importance in Europe, given the growing volume of international and transit traffic.

4. Every effort should be made within the framework of the 2010 E-Rail Traffic Census to arrive at data which are as comparable as possible at the international level and respond to new data requirements and changes in traffic patterns. Continuous efforts are, therefore, necessary to keep the scope and quality of the 2010 E-Rail Traffic Census data in line with user requirements.

5. In particular, rail traffic data are to be collected on the E-Rail network with the intention of facilitating international organization and planning of passenger and goods traffic between UNECE member countries.

6. Information on the extent to which various types of trains use different segments of the railway tracks enables improved land use management and better integration of rail traffic in the planning processes of the country itself, as well as at the international level, allowing for adequate maintenance, renewal and improvement programmes. This information also contributes to finding solutions to the problems raised by traffic congestion and facilitates the study of environmental issues, rail safety and energy consumption.

7. An additional objective of the 2010 E-Rail Traffic Census is the measurement of the train performance of the rail network, expressed mainly in train-kilometres, by the different categories of trains counted.

C. SCOPE OF THE CENSUS

8. As E-railway lines constitute a relatively limited part of a country's national railway network, it is of particular interest to know the importance of traffic on main international railway lines in member countries.

9. For this comparison, hauled train-kilometres are the most important statistical measure to express the volume and development of traffic in a country. Figures on hauled train-kilometres are also indispensable in the context of calculations of traffic accidents and energy consumption. Accordingly, it is recommended that data be provided on hauled train-kilometres on all E-

Railway lines. These data should also be provided, to the extent possible, for all other lines of the total national rail network.

D. CATEGORIES OF TRAINS TO BE COUNTED

10. All trains mentioned in the following categories should be counted.

The train classification system is as follows:

Category A - Passenger train: A train mainly for the carriage of passengers composed of one or more passenger trains and, possibly, vans moving either empty or under load.

Category B - Goods train: A train mainly for the carriage of goods composed of one or more wagons and, possibly, vans moving either empty or under load.

E. VALUES TO BE CALCULATED²

11. It is recommended that for each E-railway line in a country the annual number of trains per network segment, by direction and by train category is recorded.

12. For the total railway network in each country, hauled train-kilometres should be provided by different train categories for the year of the census.

13. It is necessary that the railway network be divided into railway segments. The length of segments of the different lines should be defined in accordance with prevailing local conditions.

14. The local conditions need to be taken into account when determining the source of information in each country.

15. The necessary data may be obtained using any combination of the following sources:

- timetables;
- mandatory surveys;
- administrative data, including data collected by regulatory authorities;
- statistical estimation procedures;
- data supplied by professional organizations in the rail industry;
- ad hoc studies.

16. Data need to be divided into three parts:

- data on the number of trains;
- data on train-kilometres;
- data on the infrastructure.

² In calculating the values and in designing the counting procedures, results obtained should be representative for the annual traffic.

F. TECHNICAL CHARACTERISTICS OF E-RAILWAY LINES

17. Information about the volume and distribution of traffic on these railway lines would be of greater value if information about the characteristics of such lines could also be obtained. Governments are, therefore, requested to submit also information on the technical characteristics of the rail network.

18. In considering the technical characteristics of E-rail network, the Ad hoc Group may take into account the parameters contained in the AGC (ECE/TRANS/63, annex 2, table 1) and in the report of the Informal Working Group on Rail Census Methodologies (TRANS/WP.6/2000/7-TRANS/SC.2/2000/10, Decisions, para. 4), both reproduced in document ECE/TRANS/WP.6/AC.4/2008/1/Add.1.

19. Data should be provided for the stock situation at the end of 2010. If a country diverges from this date, it should report accordingly.

G. COMPILATION AND PUBLICATION OF THE 2010 E-RAIL TRAFFIC CENSUS

20. It is recommended that Governments supply to the UNECE³ secretariat a report on the 2010 E-Rail Traffic Census carried out in their country. Since the usefulness of the publication of the Census depends to a large extent on its timeliness, it is desirable that Governments try, to the extent possible, to furnish the data (including the map, if possible), before 30 June 2011. The report should include data as presented in tables 1 to 6 of the Addendum 1 to the present recommendations.

21. Data (and, if possible, maps) should be transmitted to the UNECE secretariat in an electronic format, in place of, or in addition to, hard copies.

³ Member States of the European Union should submit data to Eurostat. Eurostat will pass on these data to the UNECE.