



Improving quality and availability of

Rail infrastructure statistics

Working Group on Rail Transport Statistics
15-16 June 2017. Luxembourg

Agenda

- Issue at stake
- Who collects network data
- Main reasons for differences
- Proposed way forward
- Data mapping exercise and its objectives
- Planning

Issue at stake

- During the RMMS WG meeting in April 2016 several participants noted problems with infrastructure statistics, such as differences in figures reported by various organisations and gaps in data.
- At the same time, good quality data available to all at EU level on the network length and its capabilities (number of tracks, axle load, max train length, line speed, electrification) is essential for:
 - Monitoring network quality and interoperability
 - Reducing reporting burden and enhancing credibility of official statistics
 - Performance benchmarking

Who collects network data?

Organisation	Data	Coverage
Eurostat	Lines, tracks, electrification, speed, gauge, freight/passengers	All IMs
ERA	Lines, tracks	As per Safety Directive
RMMS	None	None
TENtec	Lines, tracks, axle load, speed, ERMTS, gauge, electrification, train length etc	TEN-t network
IRG-Rail	Lines, tracks, electrification	All IMs, as per Recast Directive
PRIME	Lines, tracks, electrification	PRIME member IM
UIC	Lines, tracks, electrification, ...	Incumbents
National Statistics

Main reasons for differences:

- Definition – e.g. only main lines or also feeding lines, definition of measurement points
- Coverage in terms of organisations – only main IM or all IMs
- Scope - whether the following is included:
 - ✓ private lines
 - ✓ lines not in use temporarily
 - ✓ metro, trams, light rail systems
 - ✓ infrastructure for local, urban or suburban services functionally separated from the main network
 - ✓ TEN-T lines or whole network

Proposed way forward

Data mapping exercise

DG MOVE, ESTAT and ERA jointly launched in early 2017 an exercise for improving the availability and consistency of rail infrastructure statistics.

Objectives :

- to improve the consistency and availability of network statistics published by Eurostat (<http://ec.europa.eu/eurostat/web/transport/data/database>)
- to serve as an input for the revision of the Illustrated Glossary of Transport Statistics
- to allow all the organisations to verify their data/use Eurostat data where possible
- to support rail market monitoring by DG MOVE
- to rationalise reporting flows and reduce burdens of IMs



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Preliminary comparison based on mapping exercise Track and line km in selected Member States

	Track km				Line km				Conclusion
	Eurostat	ERA	IRG Rail	UIC	Eurostat	ERA	IRG Rail	UIC	
BE	:	4,219	-	4,209	:	3,973	3,857	4,209	Data broadly consistent, mistake in UIC line data, gaps can be filled
CZ	15,570	11,554	:	15,467	9,566	9,458	:	9,467	Track data to be verified
DE	:	60,704	60,083	60,795	:	33,357	38,828	33,332	Line data to be verified , Eurostat gaps can be filled
EL	2,764	2,764	-	2,764	2,240	2,240	2,240	2,240	Consistent
FR	28,987	49,715	-	-	28,987	36,831	28,808	29,921	All data to be verified, mistake in Eurostat track data
NL	-	7,021	-	-	-	3,058	3,058	-	Track data to be acquired/checked, gaps can be filled
PL	37,572	37,547	37,694	36,218	19,231	19,274	19,330	18,510	Broadly consistent (UIC coverage partial)
SI	2,178	2,177	-	2,178	1,209	1,209	1,207	1,209	Consistent
SK	3,626	6,871	:	6,871	3,626	3,626	3,626	3,626	Data consistent, mistake in Eurostat reporting
FI	8,483	6,658	-	8,483	5,923	5,923	5,923	5,923	ERA data to be checked
SE	15,424	14,392	:	14,090	10,908	9,716	10,908	9,716	Possible coverage/scope issues
UK	31,643	31,194	-	31,117	16,248	16,209	16,209	16,241	Broadly consistent





Proposed way forward

Planning

- Start with 'Lines' and 'tracks', the other parameters to be tackled later
- DG MOVE, ESTAT, ERA have jointly developed a questionnaire, which has been prefilled, based on accessible sources, with definitions and statistical data that were reported to ESTAT, ERA, IRG Rail, UIC and PRIME
- UIC, IRG-Rail and PRIME have verified and amended the prefilled data and definitions
- **Distribution to national rail statistical correspondents of ESTAT for their input – Replies by 31/08/2017, please!**
- EC (DG MOVE and Eurostat)/ERA will analyse the results and prepare a proposal for the next RMMS WG meeting (Oct)





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Your reactions?



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