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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

**Working Party on Rail Transport**

(Fifty-seventh session, 21-23 October 2003,  
agenda item 7)

**PRODUCTIVITY IN RAIL TRANSPORT**

Addendum 1

Transmitted by the Government of Germany

NOTE: Following the decision of the Working Party at its fifty-sixth session (TRANS/SC.2/198, para. 13), the secretariat had collected replies to a questionnaire containing a range of quality indicators of railway productivity for passenger and freight transport as referred to in document TRANS/SC.2/2002/15, section IV.

## GERMANY (Answer 2000)

<u>Indicator</u>	<u>Measure</u>	<u>Explanation</u>	<u>DB Cargo AG</u>	<u>all</u>	<u>DB Regio AG</u>	<u>DB R&amp;T AG</u>
<u>1</u>	<u>2</u>					
<u>Efficient service delivery</u>	Price (€ per freight ton km) Price (€ per passenger km)	Sum of transport receipts (monthly report to Federal Statistic Office)	0,08	0,14	0,11	0,17
<u>Service quality</u>	Average train speed (km/h) (urban, local, intercity, and for various types of freight trains)		-	-	-	-
	% of arrivals less than 15 min. late		-	-	-	-
<u>Safety</u>	Train accidents (per million train km)	Sum of accidents on mio. train km (Statistical Year Book DB AG)	4,45			
<u>Accessibility</u>	Network density (route km/km <sup>2</sup> )	= length of property /km/2	0,1			
	Freight ton km /US\$ GDP (Purchasing Power. Parity - PPP)	= ton km monthly report Federal StatisticOffice/BIP	0,04	-	-	-
	Rail share of rail + truck ton km		-	-	-	-
	Rail passenger km as % of passenger km + ton km (%)	rail only	50,9	49,1	25,3	23,8
<u>Environment quality</u>	Kj of energy per converted ton km		543,6	2.719,0	1.852,6	866,4
<u>Financial sustainability</u>	% of costs covered from internal cash generation Real return on total gross assets (%)	ROCE	1,6			
<u>Capital</u>	Track operated under slow orders on track and structures - route km - % total km	Available locomotives/train km/365				827,4
	km travelled per available locomotive/day					

<u>Management</u>	<b>Ratio of average passenger tariff to average freight tariff (based on US\$ per km) (%)</b>					
	<b>Average locomotive availability (%)</b>		<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
	<b>Average freight and passenger wagon availability (%)</b>		<b>100</b>			

\* The third column in the above table could give levels on any specific indicator and should not be interpreted as an unqualified “target”. Some values in the column are presented only for illustration purposes.

**B. Please suggest how the work on development of qualitative indicators of productivity in rail transport could be further advanced:**

The data were disposed by DB AG (Unit Finance/Controlling). DB AG mentioned that the definitions given in the questionnaire are partly inaccurate. Due to this fact it was not possible to make all data available.

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