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INLAND TRANSPORT COMMITTEE

Working Party on Transport Statistics

Ad hoc Group of Experts on the E-Rail Traffic Census 2010

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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")

Addendum

Definitions

The above definitions are mainly taken from the Glossary of Transport Statistics (Fourth edition, 2008, UNECE-International Transport Forum-Eurostat) <http://www.unece.org/trans/main/wp6/transstatglossmain.html>.

A.I-01. Track

A pair of rails over which rail born vehicles can run.

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".

A.I-06. 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.

A.I-11. Railway line

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

Line of communication is an area equipped for the performance of rail transport.

A.I-12. Main railway line

Main railway lines comprise the high-speed railway lines and important major conventional railway lines as defined by national or international authorities.
Within the European Community for example guidelines define a specific main rail-network within the trans-European transport network (TEN), which is considered to be important at community level.

A.I-14. 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 connecting segments into town centre stations located on them, on which speeds may take account of local conditions.

A.I-15. Upgraded high-speed railway 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.

A.I-16. Length of lines operated

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

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

A.I-17. Railway network

All railways in a given area.

This does not include stretches of road or water even if rolling stock is conveyed over such routes, e.g. by wagon-carrying trailers or ferries. Lines solely used for tourism 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.

A.I-18. Railway network segment

Specific railway line connecting two or more geographical reference points. Each segment has a start and an end, being a track crossing, a country border or a railway station.

A.II.A TRANSPORT EQUIPMENT (VEHICLE)

A.II.A-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 enterprise:

- *All railway vehicles belonging to the railway enterprise 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 enterprise and vehicles of the enterprise temporarily engaged in the normal course of running abroad;*

- *Private owners' wagons, i.e. those not belonging to the railway enterprise but authorized to run for it under specified conditions, together with wagons hired out*

by the railway enterprise to third parties and being operated as private owners' wagons;

- Statistics for a railway body exclude vehicles not at its disposal, i.e.;

- *Foreign vehicles or vehicles not belonging to the railway enterprise circulating on the railway network;*

- *Vehicles which are on hire to, or otherwise at the disposal of, other railway enterprises;*

- *Vehicles reserved exclusively for service transport condemned or intended for sale or braking-up.*

A.II.A-02. High-speed railway vehicle

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

A.II.A-03. Titling high speed railway vehicle

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

A.II.A-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 operating speed of approximately 200 km/h.

A.II.A-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.

One trainset may be coupled to another one.

Each trainset may have more than one tractive vehicle.

A.II.A-06. Tractive vehicle

A vehicle equipped with prime mover and motor, or with motor only, intended either for hauling other vehicles (a "locomotive") or for hauling other vehicles and for the carriage of passengers and/or goods (a "railcar").

A.II.A-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.

Types of locomotives

- 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.

- 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.

- Steam locomotive

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

A.IV-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.

A.IV-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.

A.IV-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 enterprise, which involve no payments to third parties.

A.IV-07. Train-kilometre

Unit of measure representing the movement of a train over one kilometre.

The distance to be covered is the distance actually travelled.

A.IV-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 (without hauling a load) are included. Shunting movements are excluded.

A.IV-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.

A.IV-10. Tonne-kilometre offered

Unit of measure representing the movement of one tonne of capacity available in a wagon when performing services for which it is primarily intended over one kilometre.

The distance to be considered is that actually travelled. Shunting and other similar movements are excluded.

AGC – ACCORD EUROPEEN SUR LES GRANDES LIGNES INTERNATIONALES DE CHEMIN DE FER (EUROPEAN AGREEMENT ON MAIN INTERNATIONAL RAILWAY LINES)

TEN – Trans-European transport network

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