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INLAND TRANSPORT COMMITTEE

Working Party on Rail Transport
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agenda item 10)

PRODUCTIVITY IN RAIL TRANSPORT

Addendum 1

Transmitted by the Governments of Bulgaria, Lithuania and Romania

NOTE: Following the decision of the Working Party at its fifty-sixth session (TRANS/SC.2/198, para. 13), the secretariat was asked to start collecting 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. Earlier replies[1] are contained in documents TRANS/SC.2/2003/8 and TRANS/SC.2/2003/8/Add.1 and in Informal document No. 7 from 2003.

[1] Azerbaijan, Armenia, Croatia, Germany, Hungary, Republic of Moldova, Slovakia, Sweden, Switzerland and United States of America.

BULGARIA

QUESTIONNAIRE ON QUALITATIVE INDICATORS OF PRODUCTIVITY IN RAIL TRANSPORT

Indicator	Measure	Best practice*	Your reply
1	2	3	4
Efficient service delivery	Price (US$ per freight ton km)	< 2 ¢	2.8 c
	Price (US$ per passenger km)		1.5 c
Service quality	Average train speed (km/h) (urban, local, intercity, and for various types of freight trains)		60, 50, 120,
	% of arrivals less than 15 min. late	95 %	96.5% freight 94.5%, passenger
Safety	Train accidents (per million train km)		
Accessibility	Network density (route km/km^2)		0.0384
	Freight ton km /US$ GDP (Purchasing Power. Parity - PPP)		0.2972
	Rail share of rail + truck ton km		41.05%
	Rail passenger km as % of passenger km + ton km (%)		33.52%
Environment quality	Kj of energy per converted ton km		175 kj / gros tkm
Financial sustainability	% of costs covered from internal cash generation Real return on total gross assets (%)	> 100 USA	102 %
Capital	Track operated under slow orders on track and structures - average maintenance - renewal - total		 15% 53% 68%
	Km travelled per available locomotive/day		302 km /day
Management	Ratio of average passenger tariff to average freight tariff (based on US$ per km) (%)	> 2.0 Europe	1.8 %
	Average locomotive availability (%)	90 USA	66 %
	Average freight and passenger wagon availability (%)	>90USA/Europe	Freight 71 % Passenger 62%

LITHUANIA

Indicator	Measure	Best practice	Our reply
1	2	3	4
Efficient service delivery	Price (US$ per freight ton km)		< 3
	Price (US$ per passenger km)		< 5
Service quality	Average freight train speed (km/h) (urban, local, intercity, and for various types of trains)		42.6
	Average passenger train speed (km/h) (urban, local, intercity, and for various types of trains)		57.8
	% of arrivals less than 15 min. late		98%
Safety	Train accidents (per million train km)		1.5
Accessibility	Network density (route km/km²)		0.0273
	Freight ton km/US$ GDP (Purchasing Power. Parity - PPP)		not data
	Rail share of rail + truck ton km		47.0%
	Rail passenger km as % of passenger km + ton km (%)		3.67%
Enviroment quality	Kj of energy per converted ton km		not data
Financial sustainability	% of costs covered from internal cash generation Real return on total gross assets (%)		3%
Capital	Track operated under slow orders on track and structures - route km - % total km		 1782.5 44.8%
	Km travelled per available locomotive/day		451.0
Management	Ratio of average passenger tariff to average freight tariff (based on US$ per km) (%)		142.2%
	Average locomotive availability (%)		74.1%
	Average freight and passenger wagon availability (%)		not data

ROMANIA

(Provisional results, 2004)

Indicator	Measure	Best practice*	Your reply
1	2	3	4
Efficient service delivery	Price (US$ per freight ton km)	< 2 ¢	3.08 eurocent per freight ton km
	Price (US$ per passenger km)		1.62 eurocent per passenger km
Service quality	Average train speed (km/h) (urban, local, intercity, and for various types of freight trains)		Average train speed total passenger trains: 46 km/h Intercity: 80 km/h Max. speed passenger trains: 160 km/h Average train speed total freight trains: 28 km/h Max. speed freight trains: 120 km/h
	% of arrivals less than 15 min. late	95 %	NA; Estimated: >95 %
Safety	Train accidents (per million train km)		0
Accessibility	Network density (route km/km^2)		0.045 km/km^2
	Freight ton km /US$ GDP (Purchasing Power. Parity - PPP)		0.10 freight ton km/Euro GDP(PPP)
	Rail share of rail + truck ton km		31.3 %
	Rail passenger km as % of passenger km + ton km (%)		33.6 %
Environment quality	Kj of energy per converted ton km		9.8 ton fuel per million ton km
Financial sustainability	% of costs covered from internal cash generation Real return on total gross assets (%)	> 100 USA	NA
Capital	Track operated under slow orders on track and structures - route km - % total km		 - 575 km - 5.3 %
	Km travelled per available locomotive/day		Passenger: - electric: 457 km/day - DMU: 344 km/day - diesel electric: 317 km/day Freight: - electric: 360 km/day - diesel: 280 km/day
Management	Ratio of average passenger tariff to average freight tariff (based on US$ per km) (%)	> 2.0 Europe	0.53
	Average locomotive availability (%)	90 USA	Passenger: 87 % Freight: 88 %
	Average freight and passenger wagon availability (%)	>90 USA/ Europe	Passenger: 88 % Freight: 90 %