

**Table 2 – Core Rail Measures: Definitions, priorities, and sources of data**

<b>1</b>						
	<b>Rail Network</b>	<b>Unit</b>		<b>Definition of term</b>		
1.1	Network	km	D	Total length of railway route open for public passenger and freight services (excl. dedicated private resource railways)		
1.1.1	Main lines	km	A	Total length of main inter-city and other main passenger and freight routes available for public services		
1.1.2	Secondary	km		Total length of remaining passenger and freight routes available for public services		
1.2	Single lines	km	A	Route length of network consisting of single tracked		
1.3	Electric lines	km	B	Route length of network which is available for electric traction		
1.4	Rail infrastructure replacement value	\$		Estimated total cost of replacement of existing rail infrastructure at standardized replacement rates		
1.5	Track condition	km	A	Average length of main-line track subject to temporary speed restrictions		ref. 1.1.1
<b>2 Rail Rollingstock</b>						
2.11	Mainline electric locomotives	Units				
2.1.2	Mainline diesel and DE locomotives	Units				
2.2	Shunting and other light locos	Units				
2.3	Passenger railcars	Units		Including individual electric and diesel motor units		
2.4	Freight wagons	Units		Including privately owned wagons operating on the public network		
2.5.1	Locomotive condition	%		Average percentage of locomotives available for daily service		
2.5.2	Passenger railcar condition	%		Average percentage of railcars available for daily service		
2.5.3	Freight wagon condition	%		Average percentage of wagons available for daily service		
2.6	Rail rollingstock replacement value	\$		Estimated total cost of replacement of existing rail rollingstock at standardized replacement rates		

1	Rail Network	Unit		Definition of term		
<b>3 Railway Usage</b>						
3.1	Passenger journeys	No.				
3.2	Freight hauled	Tonnes				What about <b>R&amp;D</b> ?
3.3	Total train activity	Train-km	D			Aggregate of 3.3.1 and 3.3.2
3.3.1	Passenger train	Train-km	B			
3.3.2	Freight train Activity	Train-km	B	Including civil works trains		
3.4	Traffic units	Pax-km plus tonne-km	D			Expected not to exceed 3.1.2. - Aggregate of 3.4.1. And 3.4.2.
3.4.1	Passenger travel	Passenger-km	A			
3.4.2	Freight coverage	Tonnes-km	A			
3.4	Traffic units	Pax-km plus tonne-km	D			Expected not to exceed 3.1.2
3.5	Gross tonneage hauled	Gross tonne-km	D		DERIVED	<b>Aggregate</b> of 3.4.1, 3.4.2, and 3.4.3.
	Rural Accessibility			Proportion of rural population living within 10km of a passenger train station		
<b>4 Railway Energy Consumption</b>						
4.1	Energy consumption		D		DERIVED	Aggregate of 4.1.1. - 4.1.2. And 4.1.3
4.1.1	Diesel fuel	1000 Tonnes	A			
4.1.2	Electrical energy	kmH	A			
4.1.3	Other enegy		B			
<b>5 Railway Finance</b>						
5.1.1	Infrastructure investment	\$	B	Total annual capital expenditure on new railway infrastructure - (includes new lines and line extensions)		

1	Rail Network	Unit		Definition of term		
5.1.2	Infrastructure preservation	\$	D	Total annual expenditure on existing railway infrastructure (Includes rehabilitation and betterment of existing rail infrastructure)		
5.2.1	Locomotive expenditure	\$	B	Total annual capital expenditures on new locomotives		
5.2.2	Passenger car expenditures	\$	B	Total annual capital expenditures on new/refurbishment of passenger railcars (Including DMU and EMU stock)		
5.2.3	Freight wagon expenditures	\$		Total annual capital expenditure on /refurbishment of freight wagons		
5.3.1	Capital expenditures: public	\$		Total annual impact of railway capital expenditure on national/regional/local government budgets		
5.3.2	Operating expenditures: public	\$		Total annual impact of railway operating expenditure on national/regional/local government budgets		
5.4	Private finance	%		Proportion of investment in public rail infrastructure, locos and rollingstock financed by private sector		
5.5	Cost recovery	%		Proportion of operating expenses (incl. depreciation) recovered from commercial revenues		
5.6	Official development assistance	\$		The total amount of financing for the rail sector provided by official agencies, including state and local governments, or by their executive agencies while each transaction of which meets the followig tests (1) ODA is administered with the		
<b>6 Railway Administration</b>						
6.1	Privatization	YES/NO	A	Is the main national railway company predominantly private (including private concession) rather than publically owned.	In-country sector knowledge	
6.2	Corporatisation	YES/NO	A	If public, is the national railway company a corporatised commercial entity rather than a government department authority?	In-country sector knowledge	
6.3	Vertical separation	YES/NO	A	Is there institutional vertical separation of infrastructure and operations?	In-country sector knowledge	
6.4	Acces rights	YES/NO	A	Are there track access rights for private train operating companies?		

1	Rail Network	Unit		Definition of term		
<b>7 Railway fares/tariffs</b>						
7.1.1	Passenger fare revenue	\$	A			
7.1.2	Freight tariff revenue	\$	A			
7.1.3	Other commercial revenue	\$	A			
7.2.1	Passenger yield	\$/passenger - km	D		DERIVED	
7.2.2	Freight yield	\$/freight tonne-km	D		DERIVED	
7.3.1	Passenger concessions	%	A	Proportions of passengers traveling at free or concession fares		
7.3.2	Passenger subsidies	%	D	Government budgetary impact (passenger capex +opex)/farebox revenue)		
<b>8 Railway Safety</b>						
8.1	Administrative	YES/NO	A	Is there a safety regulator independent of the railway operating department or authority		
8.2	Safety planning	YES/NO	A	Is there a formal safety case or safety plan which is fully documented and regularly updated		
8.3.1	Passenger fatalities	Persons	A			
8.3.2	Serious injuries	Persons	B			
8.3.3	Serious incidents	Incidents	A			
<b>9 Environment/Social</b>						
9.1	Environmental assessment mainstreamed	YES/NO	A	Are road construction works and road traffic measures subject by law to a thorough appraisal (at least equivalent to the standards required for WB investment) of environmental impact and monitoring?	In-country sector knowledge	
9.2	Communicable disease control	YES/NO	A	Are requirements in force (either through environmental appraised or otherwise) which require on-going assessment of the risks through transport and transport-related activity (eg. Road construction) of transmitting communicable diseases (including HIV/AIDS) and the planning and implementing of measures to reduce those risks?	In-country sector knowledge	
9.3	Social assessment					

1	Rail Network	Unit		Definition of term		
9.3.1	Social assessment mainstreamed	YES/NO	A	Are road construction works and road traffic measures subject by law to a thorough appraisal (at least equivalent to the standards required for WB investment) of social impact and monitoring?	In-country sector knowledge	
9.3.2	Gender assessment	YES/NO	B	Is there a requirement to (or are there significant public initiatives taken to) differentiate and take account of transport needs and impacts by gender?	In-country sector knowledge	
9.3.3	Access for all	YES/NO	B	Is there a legal requirement to assess the particular transport needs of different segments of the population (eg. people with disability; the aged) and to plan and implement in such a way as to meet their needs?	In-country sector knowledge	
9.3.4	Planing data disaggregated	YES/NO	B	Is key information, on the basis of which policy and investment decisions are taken, routinely surveyed in a disaggregated manner which permits the impacts on important segments of the population (women / men, young / aged, those with disability etc) to be assessed?	In-country sector knowledge	
9.4	Employment standards					
9.4.1	Core labor standards	YES/NO	B	Are the Core Labor Standards of the International Labour Organisation legislated by the Government and actively implemented by the construction and transport industries?	ILO and in-country sector knowledge	
9.4.2	Health and safety	YES/NO	B	Are appropriate Health and Safety standards legislated by the Government and actively practiced, monitored and reported by the construction and transport industries?	In-country sector knowledge	

**Note:**

**(\$)** Symbol representing local currency. Local currency is preferred over US\$ amounts (please specify when local currency is, otherwise specify exchange rate in current prices).

\* "Daily" or "per day" refers to a typical day in the survey year (usually the fiscal year) of the country.

.."Annual" or "per year" refers to the fiscal year of a given country (please specify the period or otherwise note: calendar year)

**(1)** The stock of *non-motorized* vehicle, as core transport measure is expected to be dealt with in a separate urban transport measures list.

**Priority:**

**A** Essential

**B** Highly desirable, should be included as soon as possible

**D** Derived, essential measure which is the aggregate of other measures

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**Note on Sources of data and the institutional framework:**

Original sources of data largely depend on components of the institutional framework. This is often complex and is generally becoming more so. In a few countries railway infrastructure is managed separately from transport operations and traffic. Within transport operations, various aspects of enforcement are often the responsibility of the police, but data on road crash injuries generally come from the hospitals.

Over recent years many countries have initiated significant reforms in terms of decentralization and for management of the transport sector. This has resulted in changes to the institutional framework and, usually, to an increase in the number of organizations which are responsible for aspects of the railway sub-sector. In some cases there may not yet seem to be systems to bring together the data collected by the various agencies.

The situation described above has two main consequences for collecting the data defined on this form. Data for different aspects of the sub-sector may have to be obtained from different organizations (road agency, traffic authority, police, hospital services, etc.). Some aspects, such as the track or passenger and freight operations may be managed by different organizations and each may have to be approached for up-to-date statistics on their section of responsibility.

The Core Labour Standards of the International Labour Organisation are:

1. Freedom of Association and the effective recognition of collective bargaining;
2. The elimination of all forms of compulsory labour;
3. The effective abolition of child labour;
4. The elimination of discrimination in respect of employment and occupation.

1. Freedom

**Sources:**

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**Note:** If not otherwise indicated, the definitions are proposed by Paul Amos, Peter Roberts and Cordula Thum (TUDTR).

**Table 2: Non Transport Measures**

	<b>Measure</b>	<b>Unit</b>	<b>Source</b>
a	Total population	millions of people	WDI
b	Rural population	millions of people	UN Population Div.
c	Urban population	millions of people	UN Population Div.
d	Total land area	thousand km <sup>2</sup>	WDI
e	Arable land area	percentage	WDI
f	Gross National Income per capita	US \$/cap	WDI