Freight rail usage and performance

Quality and methodology report

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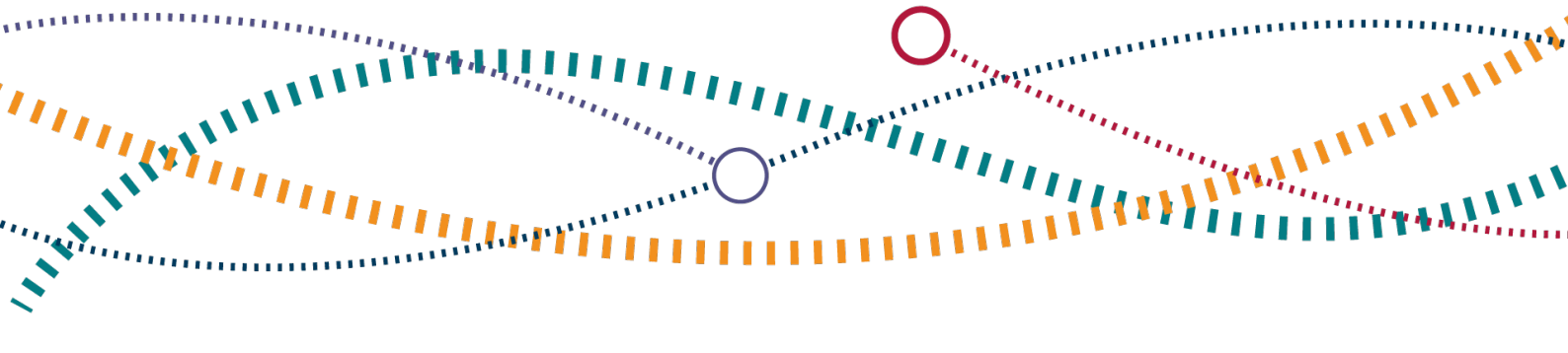

Contents

Introduction

This is a report on the quality of the quarterly freight rail usage and performance statistical release and associated data tables. It helps users to understand the quality of our statistics, and also ensures ORR is compliant with the three quality principles in the Code of Practice for Official Statistics; Q1: Suitable data sources, Q2: Sound methods, and Q3: Assured quality. This report also provides information on the methodology and data sources used to produce the statistics.

This report covers the following areas:

- Data sources, methodology and definitions: detail on the various data sources, methodology used to compile the statistics and key definitions;
- Historic background: background to these statistics and details of any changes throughout the time series;
- Relevance to users: the users of the statistics, and our engagement;
- Accuracy and reliability: the accuracy, data coverage and quality assurance of the statistics;
- Timeliness and punctuality: our timescales for the production and publication of the statistics;
- Accessibility and clarity: the format of our statistics and where they can be found;
- Coherence and comparability: similar statistics published elsewhere and the degree in which the statistics can be compared over time.

Data sources, methodology and definitions

Data sources

The data contained within the release and the data tables are sourced from Network Rail, freight operators and Department for Transport (DfT). Freight usage and performance is measured using a range of metrics, which are covered in detail in the methodology and definitions section below.

Methodology and definitions

Quarterly and periodic data

The rail industry reports data on a periodic basis rather than the more recognised reporting cycles such as monthly or quarterly. A period is normally a 28-day, or four weekly, period for business reporting purposes (Sunday to Saturday) and there are 13 periods in a financial year. The length of a period may differ at the end of the financial year, 31 March, and the beginning of the financial year, 1 April, to ensure a break is made at 31 March.

Some quarterly datasets, such as freight cancellations, freight cancellations and lateness (FCaL) and Freight Moved, require apportionment of these data.

The standard method for apportionment is based on the number of days within the period that fall into the relevant quarter. For example, the dates in period 4 cover both the first quarter (April to June) and the second quarter (July to September). When the quarterly data are calculated for the year April 2024 to March 2025, 8/28 of the data are assigned to the first quarter (covering 23 June to 30 June) and 20/28 of the data are assigned to the second quarter (covering 1 July to 20 July).

The breakdown of the calculations used for 1 April 2024 to 31 March 2025 are as follows:

Quarter number	Quarter	Calculation
1	1 Apr to 30 Jun 2024	Period 1 + Period 2 + Period 3 + 8/28 of Period 4
2	1 Jul to 30 Sep 2024	20/28 of Period 4 + Period 5 + Period 6 + 16/28 of Period 7
3	1 Oct to 31 Dec 2024	12/28 of Period 7 + Period 8 + Period 9 + 24/28 of Period 10
4	1 Jan to 31 Mar 2025	4/28 of Period 10 + Period 11 + Period 12 + Period 13

Moving Annual Average

The moving annual average (MAA) is included within some freight performance metrics. This measures performance over the last 4 quarters or 13 periods. MAAs are used to account for seasonality of data and highlight longer term trends.

Governance

As part of our licence agreement with Network Rail they are required to provide the freight moved, freight delay minutes, train mileage and vehicle mileage data to us within 21 days of the period end. We have automated various processes involved in the production of these statistics, reducing the overall time and burden involved in publishing these statistics.

Furthermore, we have memorandums of understanding (MoUs) with Network Rail and DfT detailing the scope and timeliness of each dataset supplied. This ensures consistent and timely data are received each period. The MoUs are reviewed on an annual basis.

There are currently no MoUs with the freight operators but they typically provide the freight data around 5 weeks from the period ending.

Freight usage

Freight moved

- The amount of freight which is moved on the railway. Freight moved is measured in net tonne kilometres and covers the net weight of the goods carried and the distance carried.

Freight moved data are supplied by Network Rail at the end of each railway period. The data covers Network Rail infrastructure, HS1 and Core Valley Lines. The data includes a breakdown of total freight moved by commodity and operator. ORR publishes the following

commodity groups within our quarterly release: Biomass, Coal, Construction, Domestic waste, Industrial minerals, Infrastructure, Intermodal maritime, Intermodal non-maritime, International, Metals, Oil and petroleum, and Other (which includes chemicals, domestic automotive, general merchandise, mail and premium logistics, and Royal Mail). Infrastructure is not included in the freight moved totals.

Below is the grouping of freight commodities used in the statistical release, together with a brief description of each freight commodity:

Commodity	Includes	Description
Biomass	Biomass	Product to be used in bio-fuel production
Coal	Coal ESI (Energy Supply Industry)	Power station coal
Coal	Coal other	Non power station coal
Construction	Construction materials	Aggregates for road construction or general building works, as well as concrete and cement products. It includes timber traffic and High Speed 2 (HS2) construction traffic.
Domestic waste	Domestic waste	Domestic waste for landfill or incineration
Industrial minerals	Industrial minerals	Limestone for FGD (flue-gas desulfurization), gypsum, china clay, sand for glass making, calcium carbonate, potash, and alumina.
Infrastructure ***(not included in freight moved totals)***	Engineering haulage	Non-chargeable traffic moved for Network Rail
Intermodal maritime	Maritime intermodal	Maritime intermodal traffic to/from ports.
Intermodal non-maritime	Domestic intermodal	Intermodal traffic not destined to go through (or to) the Channel Tunnel (Goods transported by two or more modes of transport e.g. Freight train and HGV within

		the UK). Domestic intermodal includes supermarket traffic.
International	European automotive	Automotive traffic destined to go through (or to) the Channel Tunnel. HGV traffic using Le Shuttle is not included.
International	European conventional	General traffic destined to go through (or to) the Channel Tunnel. Examples include aluminium and bottled water. HGV traffic using Le Shuttle is not included.
International	European intermodal	Intermodal traffic destined to go through (or to) the Channel Tunnel. It includes some non-intermodal traffic such as export steel. HGV traffic using Le Shuttle is not included.
Metals	Iron ore	Raw material not finished product
Metals	Steel	All finished steel products, and scrap metal
Oil and petroleum	Petroleum	All petroleum products including bitumen etc.
Other	Chemicals	All chemical products
Other	Domestic automotive	Automotive traffic not destined to go through (or to) the Channel Tunnel
Other	General merchandise	General goods moved in variety of wagons, white goods etc. It includes the movement of light engines and passenger stock.
Other	Mail and premium logistics	Parcels and mail (Not Royal Mail)
Other	Other	Nuclear flasks, MOD (Ministry of Defence), wagon maintenance moves, and delivery or test trains of passenger stock.
Other	Royal Mail	Post on Royal Mail contract

This data is updated on the data portal every period (4-weekly) and included in the quarterly statistical release and associated data table.

Freight lifted

- The mass of goods (tonnes) carried on the rail network, excluding the weight of the locomotives and wagons. Unlike the freight moved measure it takes no account of the distance travelled.

Actual freight lifted data covers all mainline infrastructure. The data are provided by the following freight operators: DB Cargo UK, Freightliner Intermodal, Freightliner Heavy Haul, Direct Rail Services (DRS), GB Railfreight, Colas Freight (from April to June 2020 quarter onwards) and Devon and Cornwall Railways (from April to June 2024 quarter onwards). Estimates for Colas Freight (financial years ending 2011 to 2020) and Devon and Cornwall Railways (financial years ending 2012 to 2024) have been calculated to improve coverage of the dataset. More details on the methodology used to estimate these can be found in the **Accuracy and reliability** section of this report. As the data comes from seven different operators, there is little consistency between the commodity groupings that are supplied. Therefore, freight lifted data cannot be published at the same level of disaggregation as freight moved. The published commodities for freight lifted are Coal and Other (which includes biomass, construction, intermodal maritime, intermodal non-maritime, domestic waste, industrial minerals, international, metals, and oil and petroleum).

Both freight moved and lifted data are subject to changes with regards to freight operators entering/leaving the freight market. They cannot be published at operator level because the data are commercially sensitive.

This data is updated on the data portal every quarter and included in the quarterly statistical release and associated data table.

Rail freight market share (annual data)

This includes rail's share of both surface-based heavy freight transport (i.e. rail plus HGVs) and the overall Great Britain freight sector (water transport). This gives the market share for rail freight in terms of tonnes lifted and tonne kilometres moved. These figures illustrate the relative importance of rail.

Data for rail freight market share cover Network Rail infrastructure and, from the financial year ending 2021, Core Valley Lines infrastructure.

Data for freight moved and freight lifted by road (HGVs) and water are supplied to us by DfT and are provided on a calendar year basis. The published data refer to the most recent datasets available for all three modes of transport (rail, road and water) which can

mean the data are published up to two years after the reference year. This is due to the unavailability of data from other sources.

This data is updated on the data portal annually and included in the January to March quarter statistical release and associated data table.

Rail freight impact on road haulage (annual data)

The measure of rail freight impact on road haulage is calculated annually using two measures:

- **Rail freight lorry kilometres equivalent** – equivalent distance that road vehicles would need to have travelled to move the amounts of freight carried on rail, which is affected more by volume than by weight;
- **Avoided lorry journeys** – the equivalent number of road vehicle trips necessary to move the freight.

DfT supplies the goods moved, goods lifted and loaded vehicle kilometres for Great Britain registered HGVs. The data is annual and by commodity type. The average load for each commodity type is calculated and, using the rail freight moved data, the equivalent number of lorry kilometres that would be required to transport rail freight by lorries is derived. Similarly, the rail freight lifted data is used to calculate the equivalent number of road vehicle journeys necessary to move the freight.

This data is updated on the data portal annually and included in the January to March quarter statistical release and associated data table.

Freight performance

Freight cancellations

- The percentage of commercial freight services that are cancelled by the infrastructure manager or another operator that is not a commercial freight operator.

Freight cancellations is measured by the number of commercial freight trains cancelled, divided by the number of commercial freight trains planned, expressed as a percentage.

The data covers mainline infrastructure including Network Rail, Core Valley Lines and HS1. These measures include all freight trains (loaded or empty) operated by freight operators, excluding services operated on behalf of Network Rail (e.g. sandite, ballast and engineering trains) and any passenger charter services. A lower score indicates better performance.

Circumstances where trains are not included within freight cancellations are:

- any train cancelled for commercial reasons;
- light engine trains (Class 0 trains);
- any planned or scheduled cancellation;
- very short-term planning (VSTP) schedules, where train moves are arranged through the Control Office, rather than timetable planners.

Moving annual average (MAA) reflects the proportion of freight cancellations in the past 12 months. In the final quarter of the year (January to March), the MAA also represents the freight cancellations for the financial year.

The data disaggregated by **Network Rail region** and **Network Rail route** covers Network Rail infrastructure, but other networks' infrastructure are not included.

This data is updated on the data portal every period and every quarter, and included in the quarterly statistical release and associated data table.

Freight cancellations and lateness (FCaL)

- The percentage of commercial freight services that are either:
  - cancelled by the infrastructure manager or another operator that is not a commercial freight operator; or
  - arrive at their planned destination 15 minutes or more after their booked arrival time with 15 minutes or more delay caused by the infrastructure manager or another operator that is not a commercial freight operator.

FCaL is measured by the number of commercial freight trains recorded as 'FCaL failures', divided by the number of commercial freight trains planned, expressed as a percentage.

The data covers mainline infrastructure including Network Rail, Core Valley Lines and HS1. These measures include all freight trains (loaded or empty) operated by freight operators, excluding services operated on behalf of Network Rail (e.g. sandite, ballast and engineering trains) and any passenger charter services. A lower score indicates better performance.

Circumstances where trains are not included within FCaL are:

- any train cancelled for commercial reasons;
- light engine trains (Class 0 trains);
- any planned or scheduled cancellation;

- very short-term planning (VSTP) schedules, where train moves are arranged through the Control Office, rather than timetable planners.

Moving annual average (MAA) reflects FCaL performance in the past 12 months. In the final quarter of the year (January to March), the MAA also represents the FCaL percentage for the financial year.

The data disaggregated by **Network Rail region** and **Network Rail route** covers Network Rail infrastructure, but other networks' infrastructure are not included.

This data is updated on the data portal every period and every quarter, and included in the quarterly statistical release and associated data table.

Freight delay per 100 train kilometres

- Freight delay per 100 train kilometres is a normalised measure of delay experienced by freight operators. It is calculated from the total delay experienced by all GB freight operators divided by their train mileage.

The data covers Network Rail infrastructure, but (from the financial year ending 2021) does not contain Core Valley Lines infrastructure. Freight train mileage can fluctuate depending on demand so a normalised measure allows for comparison over time regardless of changing levels of freight traffic on the network. A lower score indicates better performance. The dataset is provisional as delay data can be revised as part of the delay attribution process.

Delays to train journeys experienced by freight companies are broken down into Network Rail attributed delays (Network Rail-on-FOC) and those attributed to passenger and freight operators (TOC-on-FOC, FOC-on-FOC or FOC-on-self). Those attributable to Network Rail typically relate to infrastructure, timetabling and operation of the network, and also include external events impacting the network where Network Rail's role is to control or mitigate impacts. Those attributable to passenger or freight operators typically relate to train operations, station operations, fleet reliability, problems with train crew resources or external causes affecting trains.

For further information on delay minutes please refer to the Delay Attribution Principles and Rules.

This data is updated on the data portal every quarter and included in the quarterly statistical release and associated data table.

Freight traffic

Freight train kilometres by operator

- The actual mileage in kilometres operated by freight operators on all mainline infrastructure, terminals and yards.

The data is sourced from Network Rail's Track Access Billing System (TABS). Not all freight operators have been in operation throughout the time-series, therefore total year on year comparison should be treated with caution.

It captures all freight train kilometres including commercial freight traffic and the infrastructure column includes freight train movements operated for the purpose of infrastructure maintenance and rail-related activities (e.g. transport of rolling stock). The data in the table covers electric, diesel and all traction.

It is also worth noting that competition between freight operators means we could potentially see a greater level of variation in mileage from year to year than in the passenger market.

This data is updated on the data portal every quarter and included in the quarterly statistical release and associated data table.

Freight vehicle kilometres by operator

- The actual mileage in vehicle kilometres operated by freight operators on all mainline infrastructure, terminals and yards. A train with a locomotive and four carriages travelling one kilometre will generate one **train kilometre** and five **vehicle kilometres**.

The data is sourced from Network Rail's Track Access Billing System (TABS). Not all freight operators have been in operation throughout the time series, therefore total year on year comparison should be treated with caution.

It captures all freight vehicle kilometres including commercial freight traffic and the infrastructure column includes all operators conducting freight train movements for the purpose of infrastructure maintenance and rail-related activities (e.g. transport of rolling stock). The data in the table covers electric, diesel and all traction.

It is also worth noting that competition between freight operators means we would expect a greater level of variation in mileage from year to year than in the passenger market.

This data is updated on the data portal every quarter and included in the quarterly statistical release and associated data table.

Freight trains run (annual data)

- The number of chargeable freight train movements on Network Rail and Core Valley Lines infrastructure

Each freight train movement is designated into a chargeable or non-chargeable category. Non-chargeable can include empty trains to/from a depot, operators moving equipment to and from site for engineering work and train schedules not planned (i.e. last minute). The data published on the data portal only includes chargeable freight train movements.

The number of freight train movements are provided annually by Network Rail.

This data is updated on the data portal annually and included in the January to March quarter statistical release and associated data table.

Historical background

Freight rail performance measures for Control Period 7

Through consultation with Network Rail and the rail industry, ORR conducts periodic reviews of Network Rail to determine the outputs they must deliver, and the levels of access charge paid by train operators for use of its infrastructure. Subsequently ORR produced a determination document for the five year period this release covers, Control Period 7 (CP7) which covers 1 April 2024 to 31 March 2029.

Freight Delivery Metric has been replaced by freight cancellations and freight cancellations and lateness (FCaL). These are the new measures of freight performance for CP7.

Rail freight market share

Data for freight moved and freight lifted by road (HGVs) and water are supplied to us by DfT and are provided on a calendar year basis.

Prior to 2016, pipeline data and light goods vehicles were included in this table. Data for these modes, supplied by BEIS and DfT respectively, are no longer available.

From 2016, these figures were removed from the time series (1998 onwards) and market shares were recalculated to include only rail, road (HGVs) and water.

During 2021, DfT's collection of domestic road freight statistics was subject to a methodology change, switching from paper to online data collection. Following that, DfT determined that comparability of the data was impacted and as a result, comparisons between data collected before 2021 and data collected after 2021 should not be made. Consequently, road freight data in 2021 is marked as not available and a series break has been introduced for the financial year April 2022 to March 2023. For more details on the change, please see DfT's methodology note.

Rail freight impact on road haulage

As with the rail freight market share data above, the methodology change affected the rail freight impact on road haulage data. This resulted in a series break between the financial years starting in April 2020 and April 2021. Comparisons should not be made between financial year April 2021 to March 2022 and earlier years.

Relevance to users

The degree to which the statistical product meets the user needs in both coverage and content.

Freight cancellations, freight cancellations and lateness (FCaL) and freight delay minutes are key performance measures, with FCaL being a success measure for Network Rail in CP7 (between 2024 and 2029).

Freight usage data provides a useful barometer of economic activity and is closely linked to other industries such as manufacturing and imports/exports. Freight moved has also been included as a supporting measure in ORR's regulation of Network Rail in CP7.

This statistical release and the accompanying data published on our data portal are used by a range of individuals for planning, analysis, decision making and data validation.

ORR's last user survey took place from mid-January to mid-April 2020. The aim of the survey was to gather feedback on ORR's new data portal; this includes statistical releases, data tables and other supplementary material. There were 42 responses to the survey. ORR created an implementation plan following the 2020 user survey.

More detailed information on users of ORR statistics and meeting the needs of users is available on our user engagement webpage.

How these statistics can be used

- Measuring rail freight volumes and market share by commodity over time
- Comparing distances run by freight operators and over time
- Monitoring the impact of Network Rail and passenger operator caused delay on freight punctuality
- Comparing the size of the rail freight market relative to other modes

How these statistics cannot be used

- Using freight trains ran as an indication of freight volumes due to train lengthening schemes and more efficient use of the network
- Using freight train kilometres by operator as a proxy for market share of volumes due to the variation in freight train distances
- Identifying origin and destination of freight flows
- Estimating freight revenues (refer to rail industry finance)
- Estimating freight emissions (refer to rail environment)

Accuracy and reliability

The proximity between an estimate and the unknown true value.

Estimates

Freight performance

Freight performance data are provided by Network Rail 13 times a year (each period) and the only estimates made are those ORR do to convert this periodic data into quarterly data (as explained above in the methodology section). No imputed or manually edited data are required in the production of the performance statistics. The latest periodic data from Network Rail should always be treated as provisional.

Freight moved and freight lifted

Freight moved data excludes some possession trains used during engineering works and the weight of locomotives and wagons. The freight moved data are accurate to the nearest tonne kilometre and include all freight operators.

Freight lifted data excludes the weight of locomotives and wagons.

The freight lifted data now covers the seven largest freight operators following the addition of Colas Freight and Devon and Cornwall Railways data. Based on Network Rail freight moved statistics for the financial year ending 2020, which covers all operators, these seven companies account for over 99.9% of the freight moved market so the value for freight lifted may be underestimated by a very small amount.

To provide more comprehensive coverage of the freight market, estimates of freight lifted have been calculated for Devon and Cornwall Railways (financial years ending 2012 to 2024) and Colas Freight (financial years ending 2011 to 2020). From the financial year ending 2021, Colas Freight are providing actual freight lifted. From the financial year ending 2025, Devon and Cornwall Railways are providing actual freight lifted.

These estimates are based on calculating the number of freight train movements in a quarter for each operator (estimated from their actual train mileage data) and multiplying that by the average tonnes lifted per train for the latest full year, at a national level.

Freight lifted and freight moved data cannot be provided by a single source due to concerns over the quality and accuracy of the data.

Delay minutes

Delay minutes data are subject to change after the resolution of incident disputes between passenger or freight operators and Network Rail over who is responsible for the delay and the affected operators. Based on this, delay minutes can be re-attributed between Network Rail and passenger or freight operating companies.

Coverage

These statistics cover all freight operators in Great Britain, with the exception of freight lifted which includes data from the seven largest operators (>99% of the freight market). The coverage can vary over time based on the operators operational at the time.

Quality assurance

ORR receives freight usage and performance data from Network Rail, the freight operators and DfT. The data are supplied electronically and stored in a secure data warehouse maintained by ORR. The data is subject to an extensive quality assurance process, including a suite of validation checks to ensure the data meets the required specification and is in line with previous trends. Any arising issues are flagged up with the data suppliers who must confirm the anomalies or correct the data and re-submit.

Explanations from the data providers regarding data anomalies are included within our commentary to clarify the data and trends.

These data are then prepared for publication. The process includes quality assuring the tables and charts produced and providing supporting commentary regarding the key trends, methodology and quality measures. These reports are subject to peer review.

The final stage of the quality assurance process is a sign off by the statistics Head of Profession confirming the data and outputs meet the quality standards and are fit for publication.

Independent reporter's assessment of accuracy and reliability of data

Arup (in partnership with Winder Phillips Associates) was appointed as independent reporter by ORR and Network Rail in 2009 to review Network Rail's data and provide us with assurance of the accuracy and reliability of their information.

The delay minute data received a high confidence grade of A3 for freight delay minutes in the financial year ending 2012.

For further details about the reliability and accuracy of confidence grades or assessment please see the independent reporters page on our website.

Revisions policy

ORR's statement on orderly release and revisions policy outlines ORR's revision policy. Details of any revisions are available in the revisions log. Further information on revisions and data series breaks can also be found in the data tables.

Timeliness and punctuality

Timeliness refers to the time gap between publication and the reference period. Punctuality refers to the gap between planned and actual publication dates.

ORR aims to publish these statistics as soon as possible after the end of the reference period.

Periodic (4-weekly) freight moved by commodity type (Table 1314), freight moved by Network Rail region (Table 1311), freight cancellations by Network Rail region (Table 1351), freight cancellations by Network Rail route (Table 1352), freight cancellations and lateness by Network Rail region (Table 1361) and freight cancellations and lateness by Network Rail route (Table 1362) are typically available on the ORR data portal within 20 days of the period ending.

Quarterly freight moved and freight lifted data, freight performance data, freight train kilometres and freight vehicle kilometres are typically available approximately two months after the end of the quarter. Annual freight trains run data are typically published by the end of May, around two months after the year ends.

The publication schedule available on the data portal outlines the publication dates for accredited official statistics quarterly and annual statistical releases and other official statistics up to 12 months in advance.

Accessibility and clarity

Accessibility is the ease with which users are able to access data, also reflecting the format in which data are available and the availability of supporting information. Clarity refers to the quality and sufficiency of metadata, illustrations and accompanying advice.

Statistics need to be presented in a clear and understandable form. All our rail statistics data tables can be accessed free of charge on our data portal. Commentary about the statistics and trends are provided in the statistical releases. Interactive dashboards (PowerBI) are also available.

Our data portal and its content meet the accessibility standards of the Public Sector Bodies Website Accessibility Regulations. We support our users by providing the information they need in a way that is clear and accessible. Our statistical releases use plain language, and any technical terms, acronyms and definitions are clearly defined and explained when this is appropriate, to ensure that the statistics can be used effectively. Our data tables are available at the highest level of detail that is practical and in accessible formats. All data tables are available in OpenDocument Spreadsheet (.ods) format. We can also provide data in csv format on request.

Please see our accessibility statement for further details, including any non-accessible content.

Data tables

All tables associated with this release can be found under the Data tables heading at the bottom of the Freight rail usage and performance theme page.

Freight usage

- Freight moved by commodity (quarterly) – Table 1310
- Freight moved by Network Rail region (periodic) – Table 1311
- Freight moved by commodity (periodic) – Table 1314
- Freight lifted (quarterly) – Table 1315
- Rail freight impact on road haulage (annual) – Table 1340
- Rail freight market share (annual) – Table 1350

Freight performance

- Freight delays per 100 train kilometres (quarterly) – Table 1325
- Freight cancellations by Network Rail region (periodic) – Table 1351

- Freight cancellations by Network Rail route (periodic) – Table 1352
- Freight cancellations (quarterly) – Table 1355
- Freight cancellations and lateness by Network Rail region (periodic) – Table 1361
- Freight cancellations and lateness by Network Rail route (periodic) – Table 1362
- Freight cancellations and lateness (quarterly) – Table 1365

Freight traffic

- Freight trains run (annual) – Table 1330
- Freight train kilometres by operator (quarterly) – Table 1333
- Freight vehicle kilometres by operator (quarterly) – Table 1343

Coherence and comparability

Coherence is the degree to which data that are derived from different sources or methods, but refer to the same topic, are similar. Comparability is the degree to which data can be compared over time and domain.

Other related data

Passenger rail usage statistics are published on the Passenger rail usage page on the data portal.

Passenger rail performance statistics are published on the Passenger rail performance page on the data portal.

Estimates of passenger and freight energy consumption and carbon dioxide equivalent (CO2e) emissions are published on the Rail environment page on the data portal.

The Department for Transport (DfT) also publishes some multimodal freight statistics as part of the Transport Statistics Great Britain publication.

The Department for Transport (DfT) also publishes rail statistics. For example, Rail passenger numbers and overcrowding on weekdays in major cities.

European comparisons

Comparisons with railways in the rest of Europe are available up until December 2020 for freight moved and freight lifted, for both quarterly and annual data. These statistics can be accessed via the Eurostat Statistical Database.

Due to differences in how freight punctuality is measured in other countries, opportunities to make direct comparisons with statistics in this release are limited.

Data from other European countries is published in the IRG-Rail Thirteenth Annual Market Monitoring Report, including comparable traffic volume data based on freight train kilometres.

Length of comparable time series

Measure	Start of time series	Any break in time series	Data portal table
Freight moved by commodity Quarterly Annual	1 Apr to 30 Jun 1998 1 Apr 1982 to 31 Mar 1983	From 1 Apr 1998 and from 1 Apr 2010 greater disaggregation by commodity, including the 'Other' category being broken down into more categories.	Table 1310
Freight moved by Network Rail region Periodic	1 Apr 2019 to 31 March 2020 Period 1	-	Table 1311
Freight moved by commodity Periodic	1 Apr 2010 to 31 March 2011 Period 1	-	Table 1314
Freight lifted Quarterly Annual	1 Apr to 30 Jun 1996 1 Apr 1982 to 31 Mar 1983	-	Table 1315
Freight delay per 100 train kilometres Quarterly Annual	1 Apr to 30 Jun 2010 1 Apr 2010 to 31 Mar 2011	-	Table 1325
Freight trains run	1 Apr 2003 to 31 Mar 2004	-	Table 1330

Annual			
Freight train kilometres by operator Quarterly Annual	 1 Apr to 30 Jun 2010 1 Apr 2010 to 31 Mar 2011	-	Table 1333
Rail freight impact on road haulage Annual	1 Apr 2004 to 31 Mar 2005	Pre-2021 and post-2021 data are not comparable due to methodology change at Department for Transport.	Table 1340
Freight vehicle kilometres by operator Quarterly Annual	 1 Apr to 30 Jun 2010 1 Apr 2010 to 31 Mar 2011	-	Table 1343
Rail freight market share Annual	1 Jan 1998 to 31 Dec 1998	Pre-2021 and post-2021 data are not comparable due to methodology change at Department for Transport.	Table 1350
Freight cancellations by Network Rail region (periodic) Periodic	 1 Apr 2019 to 31 March 2020 Period 1	-	Table 1351

Freight cancellations by Network Rail route (periodic) Periodic	1 Apr 2019 to 31 March 2020 Period 1	-	Table 1352
Freight cancellations Quarterly	1 Apr to 30 Jun 2019	-	Table 1355
Freight cancellations and lateness by Network Rail region Periodic	1 Apr 2019 to 31 March 2020 Period 1	-	Table 1361
Freight cancellations and lateness by Network Rail route Periodic	1 Apr 2019 to 31 March 2020 Period 1	-	Table 1362
Freight cancellations and lateness Quarterly	1 Apr to 30 Jun 2019	-	Table 1365

This publication is available at dataportal.orr.gov.uk

Any enquiries regarding this publication should be sent to us at orr.gov.uk/contact-us