

Freight rail usage and performance January to March 2024

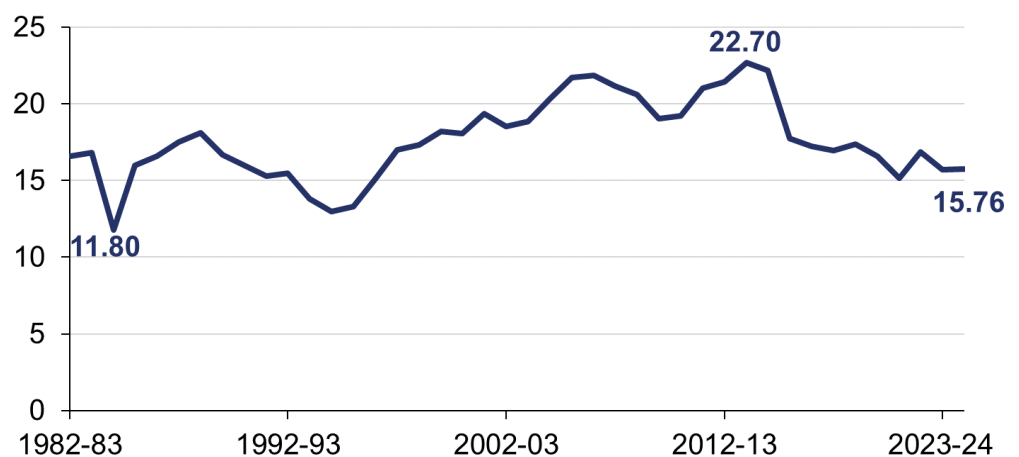
6 June 2024

In this release, freight rail usage and performance levels in the latest year (1 April 2023 to 31 March 2024) are compared with the previous year. Freight rail usage and performance levels in the latest quarter (1 January to 31 March 2024) are compared with the same quarter in the previous year.

Total **freight moved** was **15.76 billion net tonne kilometres** in the latest year, approximately the same as the previous year.

Figure 1 Freight moved has generally decreased over the last decade

Freight moved (billion net tonne kilometres), Great Britain, annual data, April 1982 to March 2024 (Table 1310)



Total **freight lifted** was **69.0 million tonnes** in the latest year, a reduction of 6% compared with the previous year.

The proportion of freight trains arriving within 15 minutes, as measured by the **Freight Delivery Metric**, was **90.3%** in the latest year. This is the second lowest level annual freight performance since the time series began in 2013.

All data tables, a quality and methodology report and an interactive dashboard associated with this release are published on the [Freight rail usage and performance](#) page on the data portal. Key definitions are in Annex 1 of this release.

Background:

This quarterly statistical release contains information on the usage and performance of rail freight in Great Britain.

The statistics cover **freight moved** and **freight lifted (by commodity)**, **Freight Delivery Metric (FDM)**, **freight delays**, **freight train kilometres (by operator)**, **freight vehicle kilometres (by operator)** and **freight market indicators (freight trains run, rail freight impact on road haulage, rail freight market share)**.

Sources: Network Rail, freight operators, Department for Transport

Latest quarter:

1 January to 31 March 2024

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19 September 2024

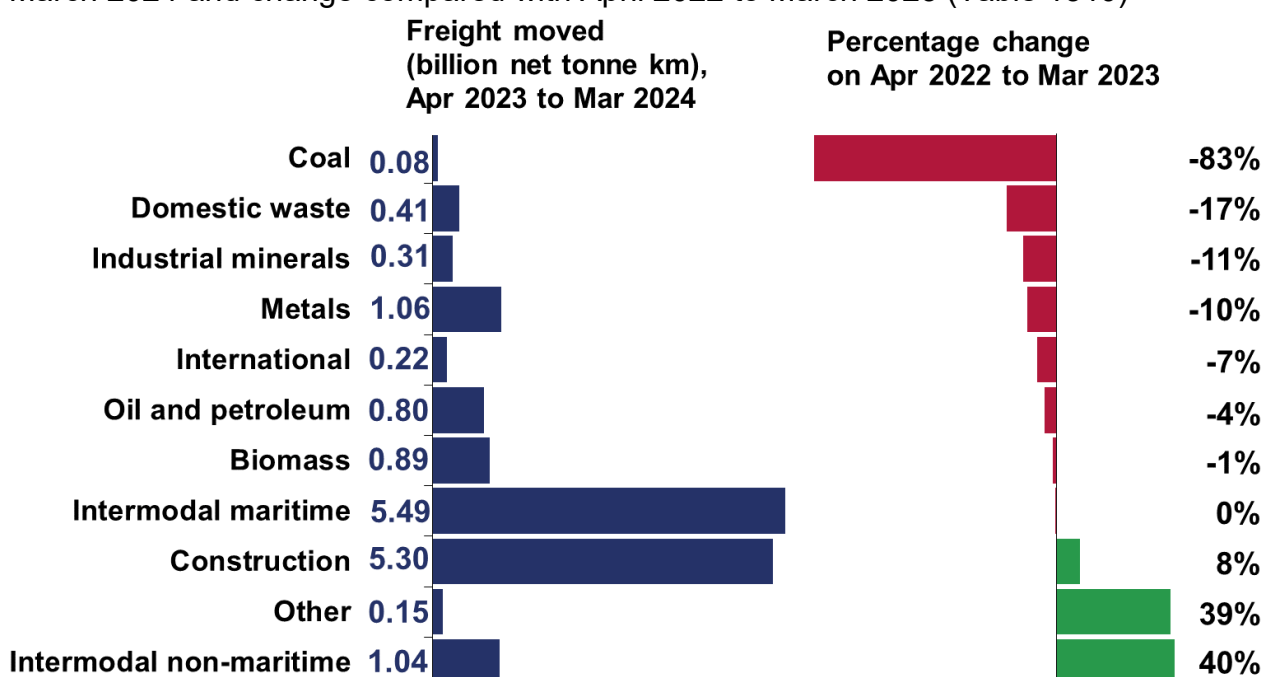
1. Freight moved

April 2023 to March 2024 annual

Freight moved in Great Britain was 15.76 billion net tonne kilometres between April 2023 and March 2024. The total was marginally up compared with 15.73 billion net tonne kilometres a year ago.

Figure 1.1 Intermodal non-maritime saw a large increase compared with a year ago

Freight moved (billion net tonne kilometres) by commodity, Great Britain, April 2023 to March 2024 and change compared with April 2022 to March 2023 (Table 1310)



Most commodity groups had a reduction in freight moved volumes compared with the previous year.

Intermodal maritime fell slightly by 0.4%. It was the lowest recorded volume for ten years, aside from the pandemic. It had the largest share (35%) of all freight moved between April 2023 and March 2024. Its market share was unchanged from a year ago.

Construction, which had the second largest share of all freight moved (34%), saw an increase of 8%. It was the largest volume recorded since the time series began in April 1998, a total of 5.30 billion net tonne kilometres. The market share for Construction traffic increased by 3 percentage points compared with the previous year.

Volumes of metals dropped by 10% compared with the previous year. There were 1.06 billion net tonne kilometres moved, making it the lowest value since the start of the time series.

Intermodal non-maritime had the largest year-on-year percentage increase, rising by 40% compared with the previous year. This was the first time intermodal non-maritime has exceeded one billion net tonne kilometres in a year since the time series began, in April 2010. There has been modal shift taking place, [notably in the food and drink sector, as companies switched their trunk haulage from road to rail](#). Intermodal non-maritime was one of only three commodity groups where volumes have risen.

Biomass volumes fell by 1%. It was the lowest value seen for six years. There has been a reduction in biomass being needed for bio-fuel production as a result of the [growing levels of renewable energy generation](#).

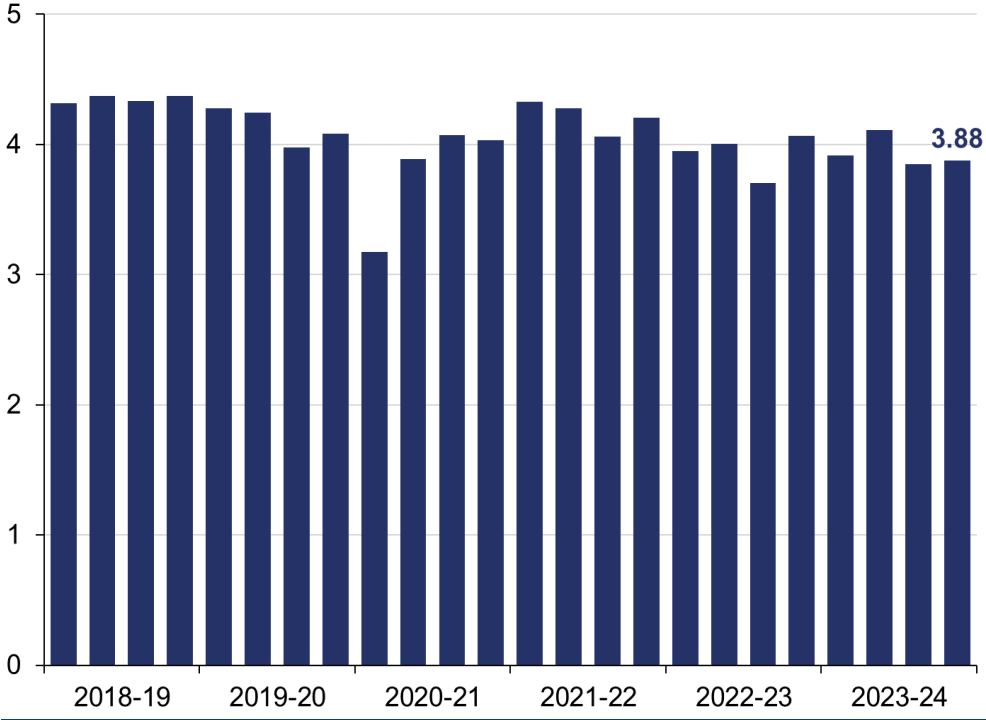
Oil and petroleum, Domestic waste, Industrial minerals and International traffic all fell by between 4% and 17%.

Volumes of coal dropped by 83%, falling to the lowest value in the time series of 0.08 billion net tonne kilometres. Coal had the largest share of all freight moved until March 2015, and in the latest year it had the smallest share at 1%. The large decrease can be accounted for by the end of [coal imports which helped to ensure national energy security during winter last year](#). The flow of imported coking coal from Immingham to Scunthorpe also ceased with the [closure of the coke ovens at Scunthorpe](#).

January to March 2024 quarter

Figure 1.2 Freight moved in the latest quarter was the lowest January to March total since the time series began in 1998

Freight moved (billion net tonne kilometres), Great Britain, quarterly data, April 2018 to March 2024 (Table 1310)

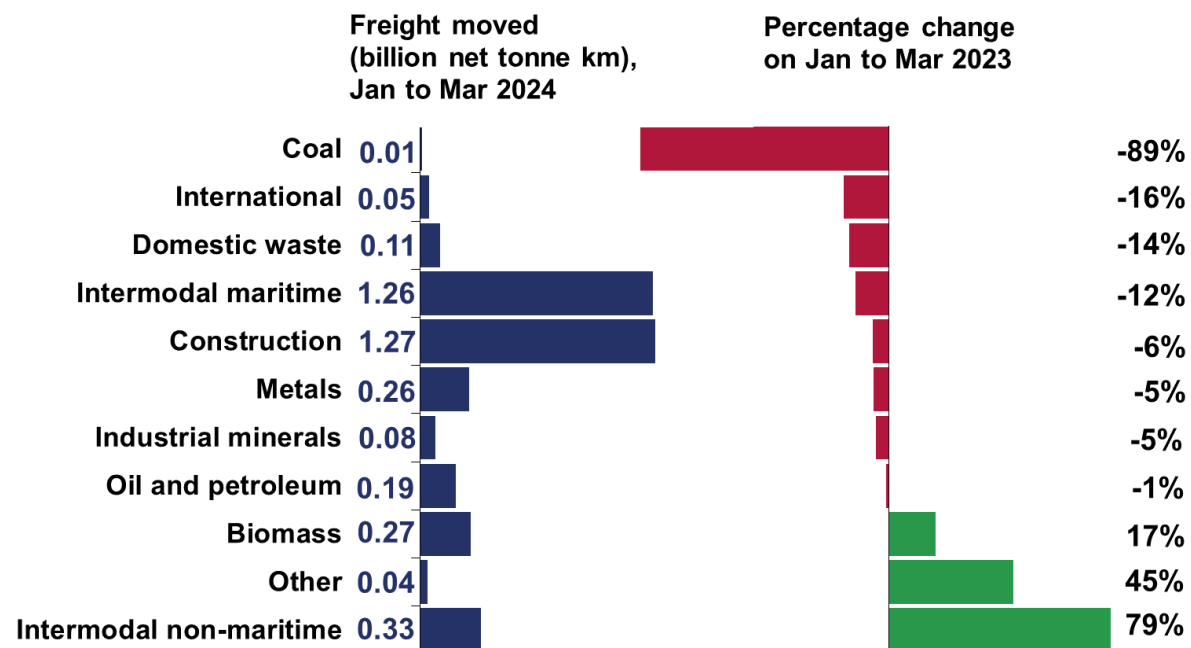


Freight rail usage and performance, January to March 2024

The total volume of freight moved was 3.88 billion net tonne kilometres in the latest quarter (1 January to 31 March 2024). This was a 5% decrease compared with the same quarter the previous year (1 January to 31 March 2023).

Figure 1.3 Intermodal non-maritime had the largest increase compared with the same quarter a year ago

Freight moved (billion net tonne kilometres) by commodity, Great Britain, January to March 2024 and change compared with January to March 2023 (Table 1310)



Most commodity groups saw a reduction in freight moved volumes compared with the same quarter the previous year.

Construction volumes decreased by 6% on the same quarter the previous year. This is relative to January to March 2023 being the highest January to March quarter since the start of the time series in April 1998.

Intermodal maritime decreased by 12%. The 1.26 billion net tonne kilometres of intermodal maritime is the lowest of any quarter since October to December 2010 (excluding April to June 2020 that was affected by the pandemic).

Intermodal non-maritime saw an increase of 79%. This was the largest percentage increase of any commodity. It recorded 0.33 billion net tonne kilometres, which is the highest value of any quarter since the time series began.

Biomass volumes increased by 17%, which was the second largest percentage increase of all commodities (aside from Other freight moved). As coal is being phased out as a supplementary source of power for the National Grid, it is being replaced by biomass.

Volumes of metals fell by 5% compared with the previous year. This quarter recorded the lowest January to March value since January to March 2009.

International volumes fell by 16%. 0.05 billion net tonne kilometres was recorded, which is the lowest value since the time series began in April 1998.

Whilst Other freight moved increased by 45%, this only relates to an absolute increase of 0.01 billion net tonne kilometres.

Volumes of coal fell by 89%, making it the largest percentage decrease of any commodity. There was 0.01 billion net tonne kilometres of coal moved, which represents the lowest value since the start of the time series. [Production finished at the UK's last coal mine, Cwmbargoed in South Wales](#) in November 2023.

2. Freight lifted

April 2023 to March 2024 annual

There were 69.0 million tonnes of freight lifted in April 2023 to March 2024. This was a decrease of 6% compared with a year ago.

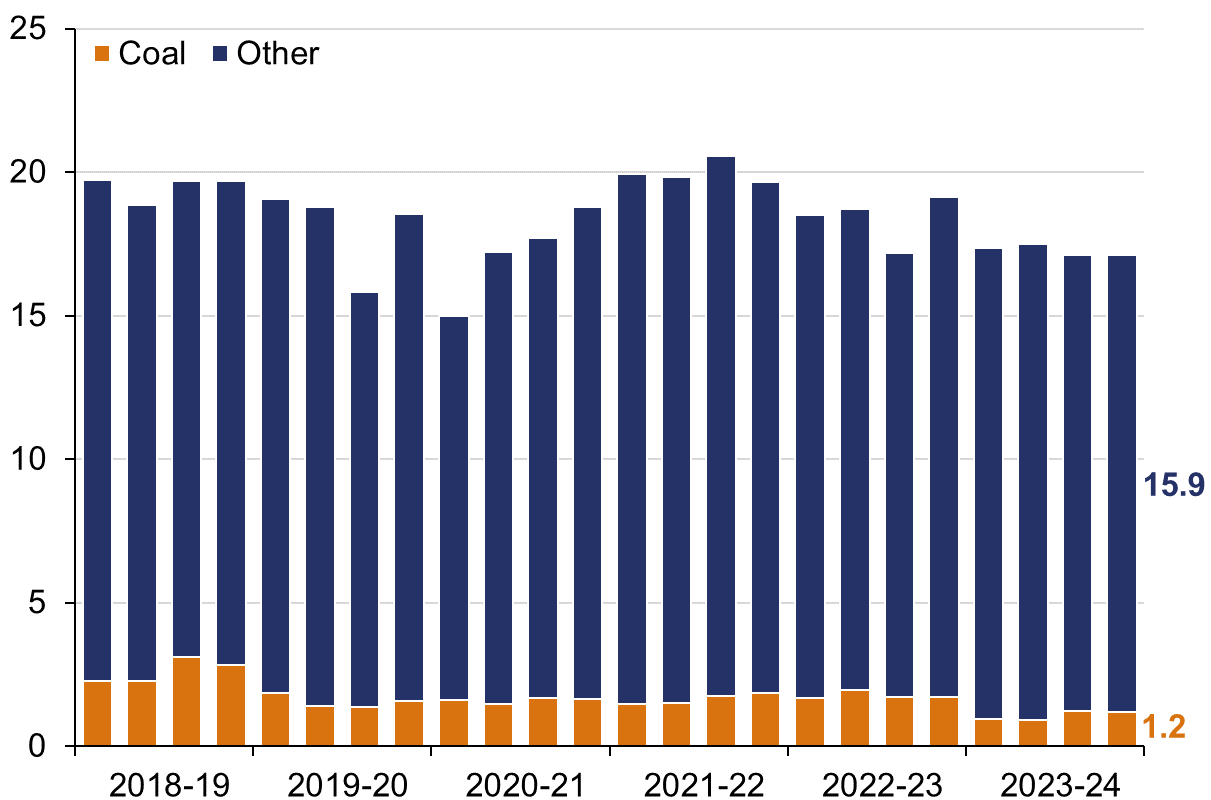
Other freight lifted accounts for 94% of all freight lifted, which amounts to 64.7 million tonnes in the latest year. It decreased by 3% compared with the previous year.

Coal freight lifted was 4.3 million tonnes in the latest year, a decrease of 39% compared with a year ago. It is the lowest value for coal since the time series began in April 1982. The reduction is notable in contrast to April 2022 to March 2023 when stocks of coal were accrued at the Ratcliffe, West Burton and Drax power stations as a [contingency in the event of winter power shortages](#).

January to March 2024 quarter

Figure 2.1 Total freight lifted has levelled off over the last four quarters

Freight lifted (million tonnes) by commodity (coal and other), Great Britain, quarterly data, April 2018 to March 2024 (Table 1315)



The total amount of freight lifted in the latest quarter was 17.1 million tonnes. It dropped by 11% compared with the same quarter the previous year.

Other freight lifted was 15.9 million tonnes, which was 9% lower compared with the previous year.

The amount of coal lifted was 1.2 million tonnes. It has fallen by 31% compared with the same quarter the previous year and was the lowest volume of freight lifted in a January to March quarter since the start of the time series.

3. Freight Delivery Metric (FDM)

April 2023 to March 2024 annual

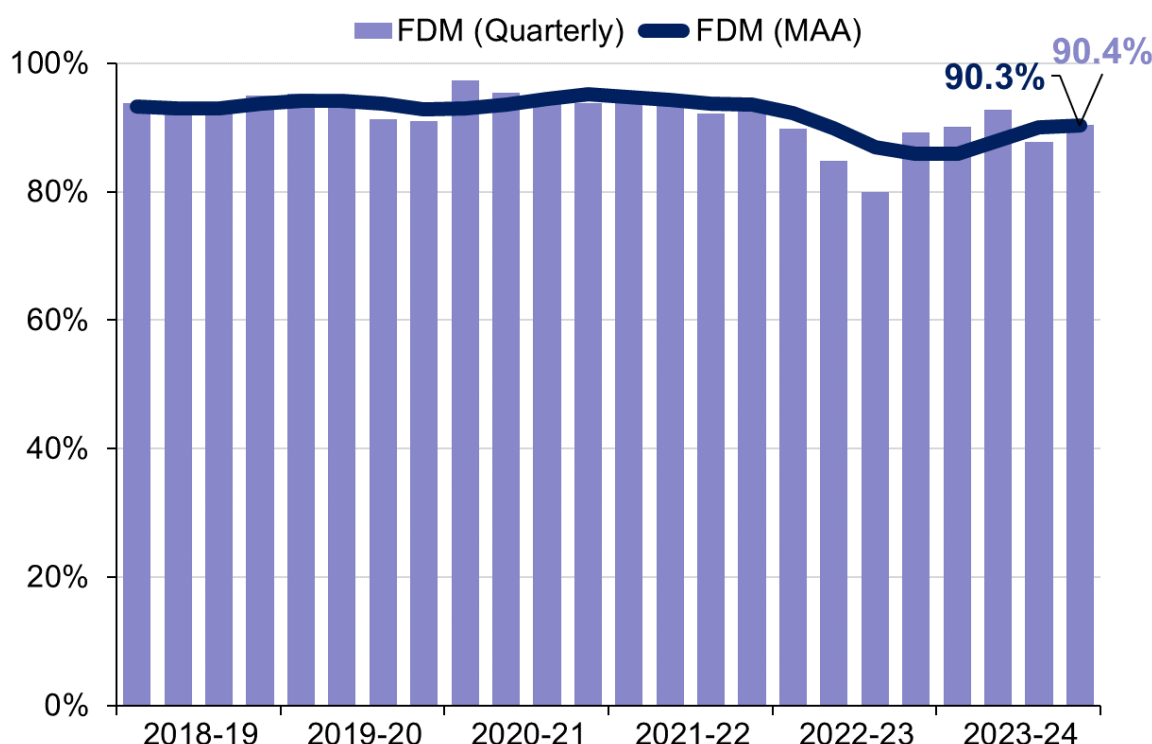
Freight punctuality, as measured by the Freight Delivery Metric, was 90.3% between April 2023 and March 2024. It was 4.4 percentage points (pp) higher than the previous year.

Strike action between April 2022 to March 2023 had an impact on the moving annual average (MAA) through to December 2023. To calculate FDM during strike action it was necessary for Network Rail to estimate the number of freight trains that should have run on each of the days. This was done by taking the average of trains run on the same day of the week in each of the previous four weeks. Public holidays were excluded from this calculation.

January to March 2024 quarter

Figure 3.1 FDM MAA was at its lowest point ever between April and June 2023 but has risen in each of the last three quarters

Freight Delivery Metric (quarterly and moving annual average), Great Britain, quarterly data, April 2018 to March 2024 (Table 1320)



Freight punctuality, as measured by the Freight Delivery Metric, was 90.4% between January and March 2024. It was 1.2 percentage points higher compared with the same quarter the previous year. However, it was the second worst punctuality for a January to March quarter since the time series began in April 2013.

Freight rail usage and performance, January to March 2024

Data for the Freight Delivery Metric by Region (FDM-R) by railway period is available on the data portal in [Table 1324](#).

This will be the last time that FDM will be published. In the next Freight rail usage and performance publication, FDM will be replaced by FCaL (Freight Cancellations and Lateness) and freight cancellations. These are the new measures of freight performance for Control Period 7.

4. Freight delay per 100 train kilometres

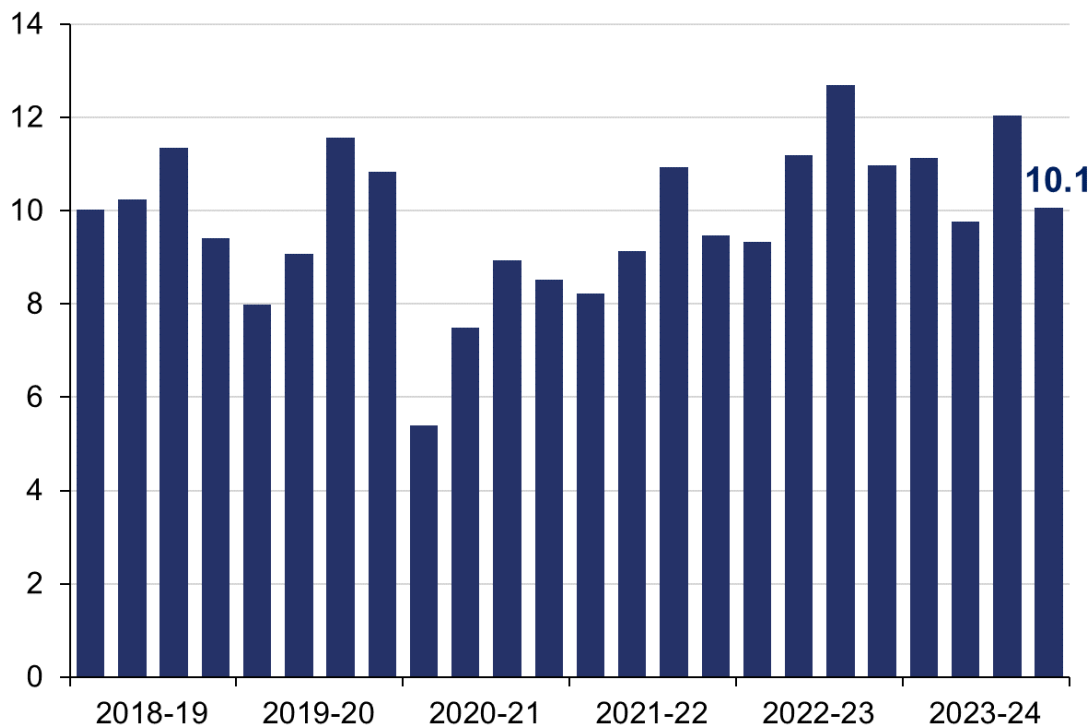
April 2023 to March 2024 annual

Freight delay per 100 train kilometres fell to 10.8 minutes in the year to March 2024. This was an improvement of 3% compared with a year ago; and an absolute decrease of 0.3 minutes per 100 train kilometres.

January to March 2024 quarter

Figure 4.1 Freight delay in the latest quarter was lower than the same quarter in the previous year

Freight delay per 100 train kilometres, Great Britain, quarterly data, April 2018 to March 2024 (Table 1325)



Freight operators experienced 10.1 minutes of delay per 100 train kilometres in the latest quarter. This was 8% lower (i.e. better) than the same quarter the previous year; and an absolute decrease of 0.9 minutes per 100 train kilometres. Freight delay has generally been increasing since the Covid-19 pandemic in 2020. There is a similar pattern in the passenger delay data in the [Passenger rail performance](#) release.

5. Freight train kilometres

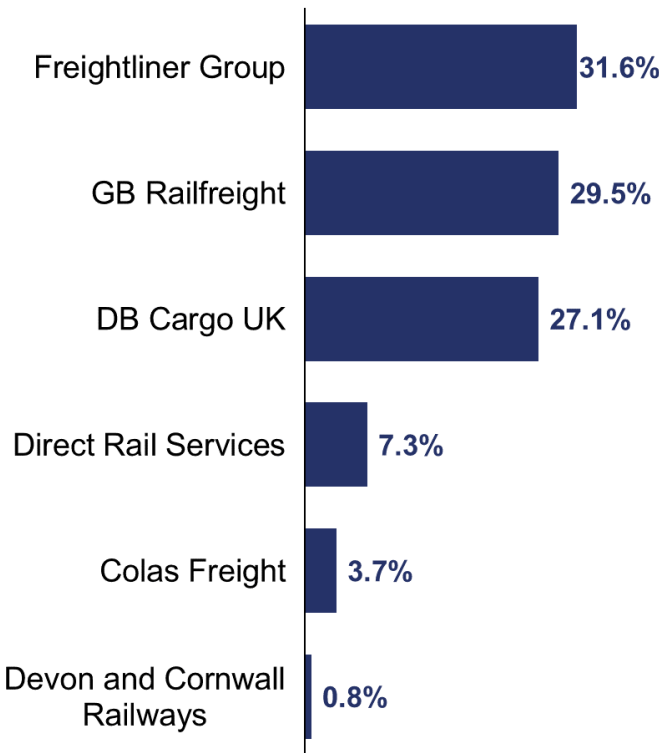
April 2023 to March 2024 annual

Freight train kilometres across Great Britain fell by 0.43 million to 31.44 million between April 2023 and March 2024, a decrease of 1% compared with a year ago. This was the lowest total since the start of the time series in April 2010, aside from during the pandemic.

From September 2023, Freightliner moved some services from ‘Freightliner Intermodal’ to ‘Freightliner Heavy Haul’. To enable better comparisons over time, we have combined the two operators into the parent company ‘Freightliner Group’.

Figure 5.1 Freightliner Group make up nearly a third of freight train kilometres

Proportion of freight train kilometres by operator, Great Britain, annual data, April 2023 to March 2024 (Table 1333)



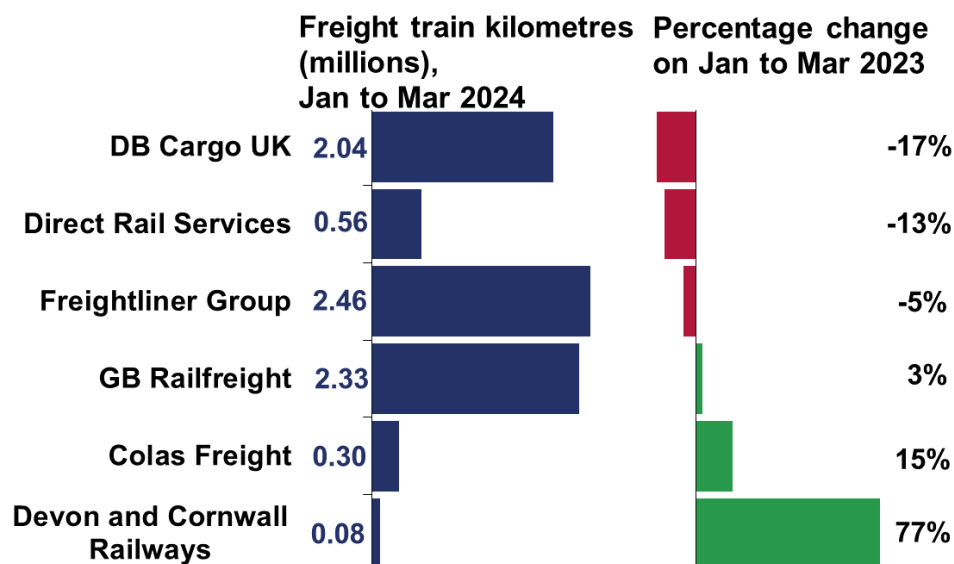
The operator with the largest share of train kilometres is Freightliner Group with 31.6%, slightly up on its share (30.9%) in the previous year.

January to March 2024 quarter

Freight operators recorded 7.78 million freight train kilometres in the latest quarter. It was 6% lower compared with the same quarter the previous year.

Figure 5.2 Of the three operators with the largest market share, only GB Railfreight saw an increase in their train kilometres

Freight train kilometres (millions) by operator, Great Britain, January to March 2024 and change compared with January to March 2023 (Table 1333)



Three operators saw an increase in freight train kilometres. Colas Freight and GB Railfreight both recorded their highest January to March value since the start of the time series. Devon and Cornwall Railways saw an increase in train kilometres of 77% compared with the same quarter last year and had its highest volume since the time series began in 2010.

Freight train kilometres fell for three operators with DB Cargo UK having the largest percentage decrease compared with a year ago; a drop of 17%.

Data on the breakdown of freight train kilometres by traction type (electric or diesel) is available on the data portal in [Table 1333](#).

6. Freight vehicle kilometres

April 2023 to March 2024 annual

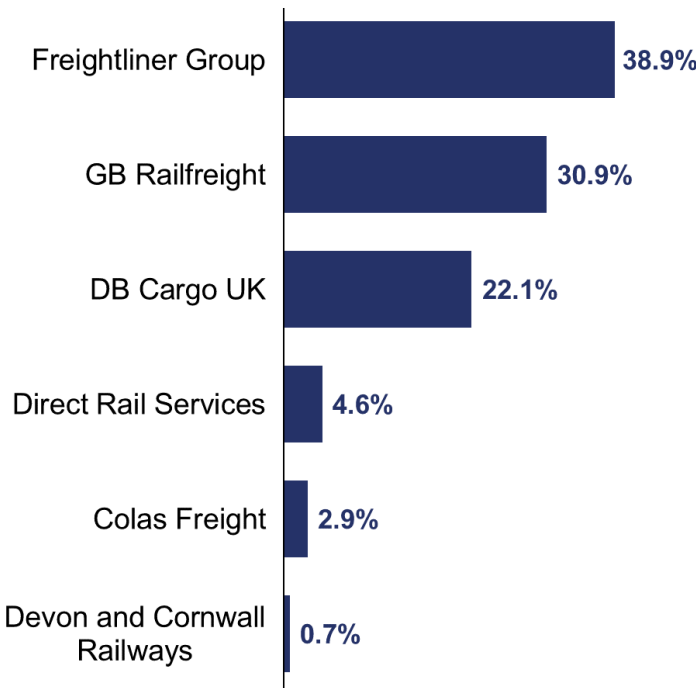
Freight vehicle kilometres rose by 2.50 million to 703.43 million between April 2023 and March 2024; a small increase on the 700.94 million from a year ago.

Combined with the corresponding drop in train kilometres, this indicates that freight operators are using longer trains to transport their freight.

From September 2023, Freightliner moved some services from 'Freightliner Intermodal' to 'Freightliner Heavy Haul'. To enable better comparisons over time, we have combined the two operators into the parent company 'Freightliner Group'.

Figure 6.1 Freightliner Group make up over a third of the share of freight vehicle kilometres

Proportion of freight vehicle kilometres by operator, Great Britain, annual data, April 2023 to March 2024 (Table 1343)



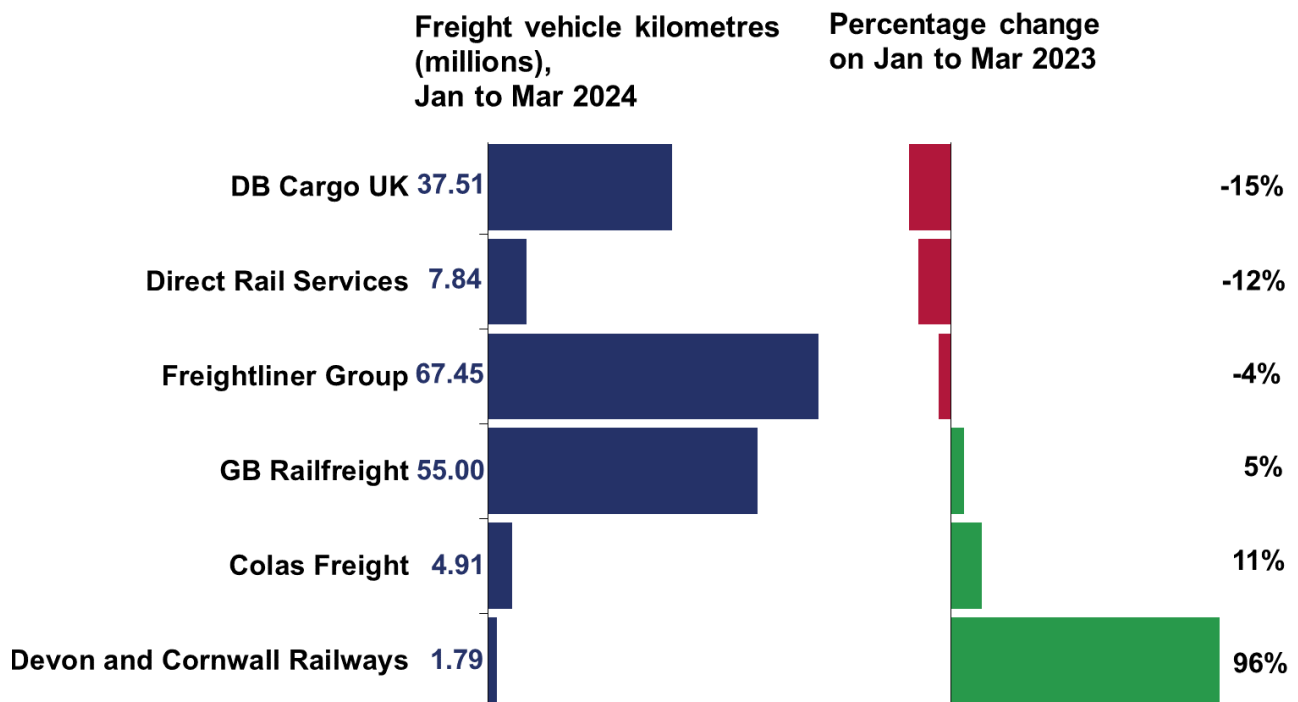
Freightliner Group had the largest share of vehicle kilometres, with a share of 38.9% This is almost unchanged from its share of 38.6% in the previous year.

January to March 2024 quarter

Freight operators recorded 174.51 million freight vehicle kilometres in the latest quarter. It decreased by 4% compared with the same quarter the previous year.

Figure 6.2 Devon and Cornwall Railways almost doubled their vehicle kilometres compared with the same quarter in the previous year

Freight vehicle kilometres (millions) by operator, Great Britain, January to March 2024 and change compared with January to March 2023 (Table 1343)



Three operators saw freight vehicle kilometres increase compared with the same quarter last year. As with freight train kilometres, Colas Freight and GB Railfreight had their highest January to March value since the start of the time series. Devon and Cornwall Railways also recorded its highest quarterly value since the time series began in 2010.

Three operators saw a fall in freight vehicle kilometres. The operator with the largest share of freight vehicle kilometres, Freightliner Group fell by 4% whilst DB Cargo UK had the largest percentage reduction of 15%.

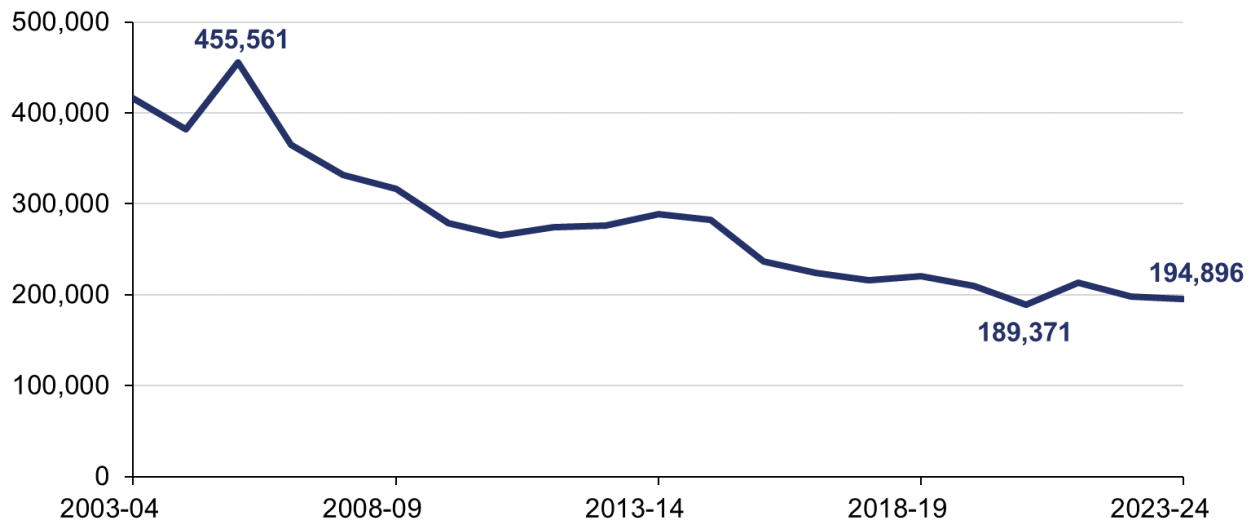
Data on the breakdown of freight vehicle kilometres by traction type (electric or diesel) is available on the data portal in [Table 1343](#).

7. Freight market indicators

Freight train movements (April 2023 to March 2024 annual)

Figure 7.1: The number of freight trains ran was lower than any other year, aside from the pandemic-affected year between April 2020 and March 2021

Freight trains run, Great Britain, annual data, April 2003 to March 2024 (Table 1330)



There were 194,896 freight trains that ran on the mainline network between April 2023 and March 2024. This was a reduction of 2% compared with the previous year.

Rail freight impact on road haulage (April 2022 to March 2023 annual)

There were 5.65 million lorry journeys avoided in April 2022 to March 2023 through transporting freight by rail rather than road.

Between April 2022 to March 2023, the number of lorry kilometres required to transport the volumes of freight moved by rail was 1.30 billion kilometres, a 9% decrease compared with the previous year.

Rail freight market share (2022)

Figure 7.2: Rail accounted for 4% of freight lifted by all transport modes

Rail freight lifted market share, Great Britain, annual data, January 2022 to December 2022 (Table 1350)

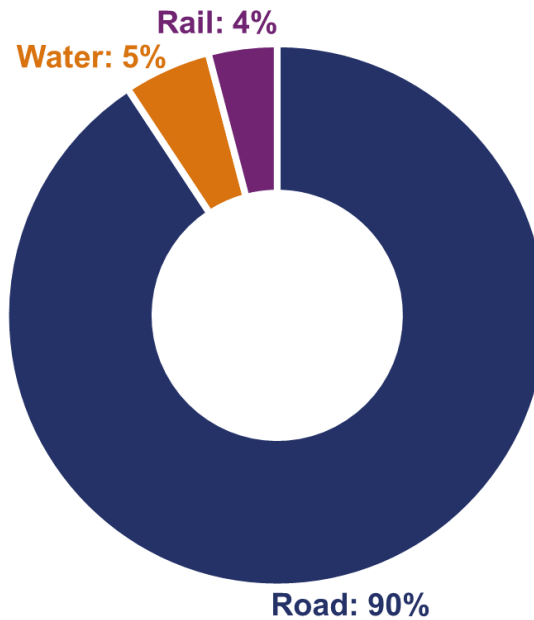
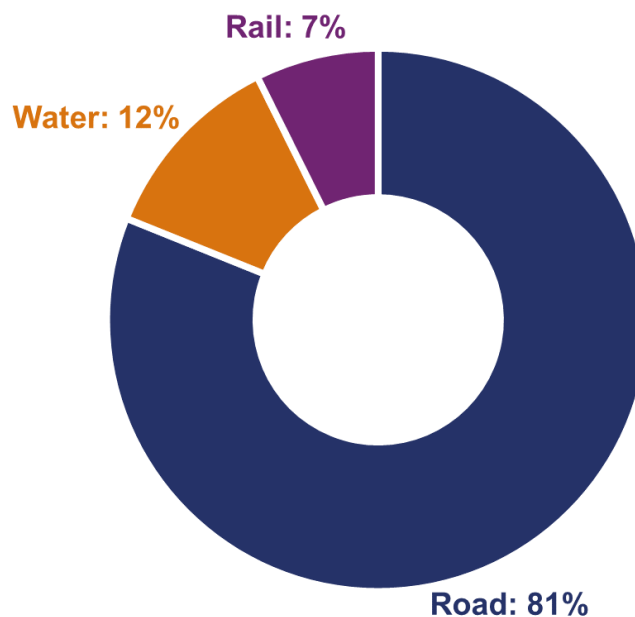


Figure 7.3: Rail accounted for 7% of freight moved by all transport modes

Rail freight moved market share, Great Britain, annual data, January 2022 to December 2022 (Table 1350)



8. Annexes

Annex 1 – Definitions

- **Freight moved** measures the amount of freight moved on the railway network, taking into account the weight of the load and the distance carried. It is measured in net tonne kilometres.
- **Freight lifted** is the mass of goods carried on the rail network measured in tonnes, excluding the weight of the locomotives and wagons. Unlike freight moved it takes no account of the distance travelled.
- **Freight Delivery Metric (FDM)** measures the percentage of commercial freight services that arrive at their planned destination within 15 minutes of their booked arrival time, or with less than 15 minutes of delay caused by Network Rail or another operator that is not a commercial freight operator. *A higher score indicates better performance.*
- **Freight Delivery Metric by Region (FDM-R)** is derived from FDM for each Network Rail Region.
- **Moving annual average (MAA)** reflects the proportion of trains that met FDM in the past 12 months. In the final quarter of the year (January to March), the MAA also represents the FDM for the financial year.
- **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. 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.*
- **Freight train kilometres** is the actual kilometres travelled by freight operators on all mainline infrastructure, terminals and yards. The data is sourced from Network Rail's Track Access Billing System (TABS). The data in the table covers electric, diesel and all traction. Competition between freight operators means we would expect a greater level of variation in mileage from year to year than in the passenger market.

- **Freight vehicle kilometres** is the actual vehicle kilometres travelled by freight operators on all mainline infrastructure, terminals and yards. This is calculated by multiplying the number of rail vehicles (e.g. coaches) by the distance travelled. 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). The data in the table covers electric, diesel and all traction. Competition between freight operators means we would expect a greater level of variation in mileage from year to year than in the passenger market.
- **Freight train movements** measures the number of freight trains run on the mainline rail network. The data is sourced from Network Rail annually and covers only trains that are chargeable. Each freight train is designated into a chargeable or non-chargeable category. Non-chargeable categories include empty trains to/from depots, operators moving equipment to/from site for Network Rail engineering work and unplanned train schedules (i.e. last minute).
- Rail freight impact on road haulage is measured using two metrics:
 - **Rail freight lorry kilometres equivalent** measures the distance that road vehicles (HGVs) would need to travel to move the volumes of freight carried on rail.
 - **Avoided lorry journeys** measures the number of road vehicle trips that would need to be made to move freight carried on rail.
- **Rail freight market share** compares the volumes of freight lifted (tonnes) and freight moved (net tonne kilometres) on road (HGVs), waterways and rail. These shares are calculated using Department for Transport's annual figures published in [Transport Statistics Great Britain](#).

Further information on each of these measures and other definitions can be found in the [Freight quality and methodology report](#).

Annex 2 – Quality and methodology

Data sources and methodology

Most of the quarterly data, and annual data on freight train movements, is sourced from Network Rail, with the exception of freight lifted data. This data is sourced directly from the seven largest freight operators (DB Cargo UK, Freightliner Intermodal, Freightliner Heavy Haul, GB Railfreight, Direct Rail Services, Colas Freight, and Devon and Cornwall Railways).

Annual data used to calculate rail freight impact on road haulage and rail freight market share is sourced from Department for Transport. This is included in the final quarter of the financial year (January to March) releases only.

Due to a methodology change, data calculated using Department for Transport's domestic road freight statistics pre-2021 and post-2021 should not be compared. We have continued to present the full time series within our supporting data tables (tables 1340 and 1350) but have marked the relevant years with a series break to indicate that data pre and post series break should not be compared. For more details on the change, please see [Department for Transport's methodology note](#).

To provide more comprehensive coverage of the freight market, estimates of freight lifted have been calculated for Devon and Cornwall Railways (April 2011 onwards) and Colas Freight (April 2010 to March 2020). From April 2020, Colas Freight are providing actual freight lifted data, but Devon and Cornwall Railways will continue to be estimated in future releases. 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.

Network Rail provides data to ORR within 21 days of the end of each of the 13 railway reporting periods (each period lasts four weeks). The quarterly data in this release sourced from Network Rail are derived by splitting the periodic data according to the number of days of the period that fall within each quarter.

The latest freight train kilometres data, freight vehicle kilometres data and freight delay per 100 train kilometres data should be treated as provisional. Freight operators can provide Network Rail with additional data (e.g. cancellations) and Network Rail may re-attribute delays over time.

Further development of these statistics

Our freight lifted statistics are currently disaggregated between Coal and Other. Following the slowdown in Coal traffic, this split has limited value. We are investigating the possibility of providing a more disaggregated set of commodities in future.

Revisions

There have been revisions to previously published data:

- Table 1315: We received revised data for January 2023 onwards for one operator which affected our estimation methodology for the financial year April 2022 to March 2023. Consequently, quarterly figures between April 2022 and December 2023 and the annual figure between April 2022 and March 2023 have been revised.
- Table 1324: Network Rail has supplied historic refreshed data, which has resulted in small revisions to the FDM for April 2022 to March 2023. Consequently, the FDM moving annual average has also been updated.
- Table 1350: Waterborne freight data has been revised between 2018 and 2020. Rail freight lifted data for 2013 was revised following an error identified in the apportionment between periodic (4-weekly) and quarterly data. Rail freight moved data between 2010 and 2014 was revised following a re-mapping between service codes and commodities.

Details of previous revisions can be found in the [revisions log](#).

Further information on data sources, quality, and the methodology used to calculate the data within the release can be found in the [Freight quality and methodology report](#).

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 emissions](#))

Annex 3 – List of data tables associated with this release and other related statistics

Data tables

All data tables can be accessed on the [data portal](#) free of charge in OpenDocument Spreadsheet (.ods) format. We can also provide data in csv format on request.

All tables associated with this release can be found under the Data tables heading at the bottom of the [Freight rail usage and performance](#) page.

Freight usage

- Freight moved by commodity (quarterly) – Table 1310
- 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 Delivery Metric (FDM) (quarterly) – Table 1320
- Freight Delivery Metric by Network Rail Region (FDM-R) (periodic) – Table 1324
- Freight delays per 100 train kilometres (quarterly) – Table 1325

Freight traffic

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

Other related statistics

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 emissions 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](#).

European comparisons

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 Twelfth Annual Market Monitoring Report](#), including comparable traffic volume data based on freight train kilometres.

Annex 4 – ORR’s statistical publications

Our statistical practice is regulated by the Office for Statistics Regulation (OSR). OSR sets the standards of trustworthiness, quality and value in the [Code of Practice for Statistics](#) that all producers of official statistics should adhere to. You are welcome to contact us directly with any comments about how we meet these standards by emailing rail.stats@orr.gov.uk. Alternatively, you can contact OSR by emailing regulation@statistics.gov.uk or via the OSR website.

Statistical Releases

This publication is part of ORR’s ‘[accredited official statistics](#)’, which consist of seven annual publications: **Estimates of station usage; Rail industry finance (UK); Rail fares index; Rail safety statistics; Rail infrastructure and assets; Rail emissions; Regional rail usage**; and four quarterly publications: **Passenger rail performance; Freight rail usage and performance; Passenger rail usage; Passenger rail service complaints**.

ORR also publishes a number of other official statistics, which consist of five annual publications: **Common Safety Indicators; Passenger satisfaction with complaints handling; Train operating company key statistics; Occupational health; Rail statistics compendium**; and four quarterly publications: **Signals passed at danger (SPADs); Delay compensation claims; Disabled Persons Railcards (DPRC); Passenger assistance**.

All the above publications are available on the [data portal](#) along with a list of [publication dates](#) for the next 12 months.

Accredited official statistics

Accredited official statistics are called National Statistics in the Statistics and Registration Service Act 2007. They are official statistics that have been independently reviewed by the Office for Statistics Regulation and found to comply with the standards of trustworthiness, quality and value in the Code of Practice for Statistics.

The majority of our [statistical releases were independently reviewed by the OSR in June 2012](#). They comply with the standards of trustworthiness, quality and value in the [Code of Practice for Statistics](#) and are labelled accredited official statistics.

Since our review we have improved the content, presentation and quality of our statistical releases. In addition, in July 2019 we launched our new data portal. Therefore, in late 2019 we worked with the OSR to conduct a compliance check to ensure we are still meeting the standards of the Code. On 4 November 2019, [OSR published a letter](#) confirming that ORR’s statistics should continue to be accredited official statistics.

OSR found many positive aspects in the way that we produce and present our statistics and welcomed the range of improvements made since the statistics were last assessed.

Estimates of station usage statistics were [independently reviewed by OSR](#) in November 2020 and [their accreditation was confirmed](#) on 1 December 2020.

For more information on how we adhere to the Code please see our [compliance statements](#).

If you have any feedback or questions please email rail.stats@orr.gov.uk.



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