



OFFICE OF RAIL REGULATION

2013-14 Quarter 2 Statistical Release

Freight Rail Usage

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Freight moved, freight lifted, freight delays per 100 train kilometres

2013 – 14 Quarter 2 (1 July to 30 September 2013)

Release date: 12 December 2013

Next publication date: 6 March 2014

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Introduction

This release contains information on rail freight in Great Britain covering the period from 1999-00 with the latest data in this release referring to 2013-14 quarter 2 (1 July 2013 to 30 September 2013). The data covered within the release are:

- Freight moved – the amount of freight, taking into account weight and distance, moved on the rail network in Great Britain;
- Freight lifted – the mass of freight carried on the rail network in Great Britain; and
- Freight delays per 100 train kilometres – the number of delay minutes to freight operators in Great Britain, normalised by the distance travelled;

Each Q4 version of the freight rail usage statistical release will also include annual data covering freight market indicators, which consists of the number of freight train movements, the impact of freight on road haulage and the market share for rail freight.

Measures of freight are key indicators of the rail freight industry in Great Britain. Freight usage data provides a useful barometer of economic activity and is closely linked to other industries such as manufacturing and imports/exports. Freight delay minutes data is a key performance measure and Network Rail is held to account on the Network Rail caused delay minutes element of this measure by a regulated target. There are no regulatory targets for freight moved, freight lifted and freight market indicators.

Data contained within this release are sourced from:

- Network Rail for freight moved, freight delay minutes and the number of freight train movements;
- Freight operating companies for freight lifted;
- Department for Transport's (DfT) continuing survey of road goods vehicles (road freight) and maritime statistics (water freight); and
- Department for Energy and Climate Change (DECC) pipeline data.

Data are supplied based on the following timescales:

- Freight moved is provided periodically within 21 days of the end of each of the 13 railway reporting periods;
- Freight lifted is provided quarterly within 21 days of the end of each financial quarter; and

- Number of freight train movements and freight traffic from other modes of transport are provided annually, within 2 months of the year end.

For more detail on railway reporting periods, data collection and the methodology used to calculate the data within this release, please see the accompanying quality report which can be found at: [Quality Report](#).

This is a quarterly release and the data in this release refers to 2013-14 Q2, 1 July 2013 to 30 September 2013. All the data contained and referred to within this release can be accessed via the [ORR Data Portal](#).

National Statistics

The United Kingdom Statistics Authority designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods; and
- are managed impartially and objectively in the public interest.

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

For more details please contact the Statistics Head of Profession Jay Lindop at Jay.Lindop@orr.gsi.gov.uk or on 020 7282 3978 or contact rstats@orr.gsi.gov.uk.

The Department for Transport (DfT) also publish a range of rail statistics which can be found at [DfT Rail Statistics](#).

Summary of key results

- The second quarter of 2013-14 saw the rail network in Great Britain carry a greater amount of freight compared to the same quarter last year. Both the freight moved and freight lifted measures increased in 2013-14 Q2 compared to the 2012-13 Q2. The amount of freight lifted increased 10% compared to the previous year, whilst the amount of freight moved increased by 8.9% over the same time frame.
- Coal has accounted for the greatest proportion of freight moved since the time series began and experienced an increase of 15.6% in 2013-14 Q2 compared to the same quarter last year. The increase in coal freight moved, which has been rising since the beginning of 2010-11, can be partly explained by an increase in the use of imported coal for UK electricity generation.
- Of the seven commodities which combine to provide the overall amount of freight moved, six experienced an increase in 2013-14 Q2 compared to 2012-13 Q2. The largest increases, with the exception of coal described above, were for other and construction freight moved, both increasing by over 15.0%, which could be due to a new rail terminal being opened at the Port of Felixstowe¹.
- Domestic intermodal freight was the only commodity to experience a decrease in freight moved in 2013-14 Q2 when compared to the same quarter in 2012-13, decreasing by 1.6%. But the commodity continues to account for the second largest proportion, behind coal, of total freight moved.
- The amount of freight lifted in 2013-14 Q2 was the third highest amount of freight lifted in a single quarter since the time series began, with total freight lifted 10% heavier in 2013-14 Q2 than the same quarter in the previous year. Both total coal freight and other freight increased in 2013-14 Q2 compared to the same quarter in the previous year, other by 1.6 million tonnes to 16.8 million tonnes and coal by 1.1 million tonnes to 12.8 million tonnes.
- Freight delays per 100 train kilometres in 2013-14 Q2 increased by 3.5% compared to the same quarter in 2012-13. The reason for the increase can be partly explained by lightning strikes, possession overruns, signal failures and other non-track related incidents.

¹ <http://www.railtechnologymagazine.com/Rail-News/port-of-felixstowe-doubles-rail-freight-capacity-with-new-terminal->

1. Freight moved

About Freight Moved

Freight moved data, measured in net tonne kilometres, shows the amount of freight which is moved on the railway network, taking into account the weight of the load and the distance carried.

Freight moved is disaggregated by seven commodities which are also summed to provide an overall total freight moved. The seven commodities by which freight moved is disaggregated are coal, metals, construction, oil and petroleum, international, domestic intermodal and other.

In addition to the seven commodities listed above the amount of goods used for railway engineering work is also reported, under the category infrastructure. This is not included in the total category in the freight moved tables and charts. For more information on the methodology, please see the [Quality Report](#).

1.1 Freight moved by commodity

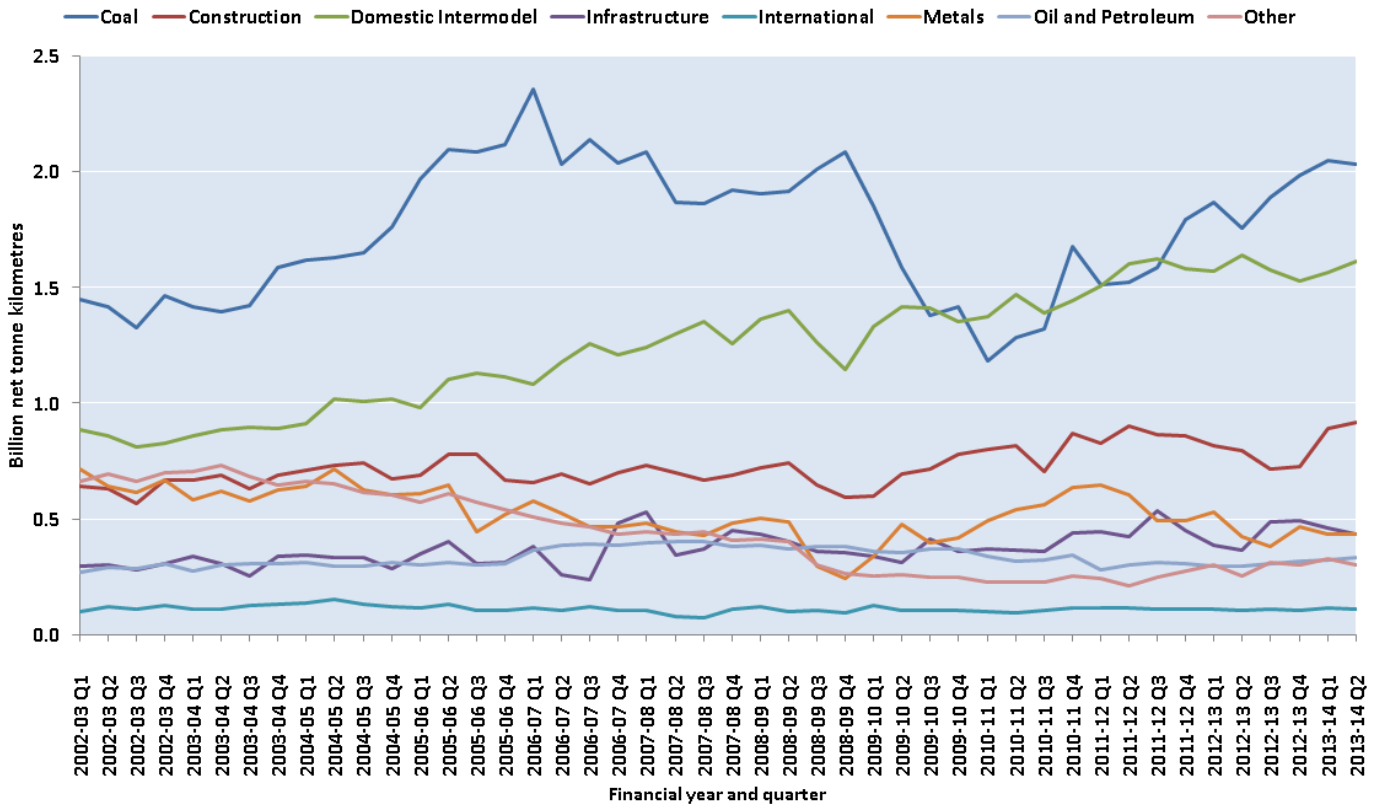
Based on data since privatisation in the mid-1990s, freight moved peaked in 2006-07 when 21.9 billion net tonne kilometres were moved. By 2009-10 the amount of freight moved had fallen to 19.1 billion net tonne kilometres, coinciding with the recession, but has since recovered to 21.5 billion net tonne kilometres in 2012-13. The amount of coal moved experienced the largest drop during the recession, falling by over 30% between 2008-09 and 2010-11. Metals and construction recovered more quickly following initial declines between 2007-08 and 2008-09. Domestic intermodal was the only commodity that continued to see growth throughout this period, increasing every year between 2002-03 and 2011-12 before a slight fall in 2012-13.

Coal has accounted for the highest proportion of freight moved since the beginning of the time series with the exception of six quarters between 2009-10 Q3 and 2011-12 Q3 when domestic intermodal accounted for a greater amount of freight moved.

2013-14 Quarter 2 Results

Freight moved by quarter – chart

Great Britain data 2002-03 Q1 to 2013-14 Q2 (billion net tonne kilometres)



- During 2013-14 Q2 a total of 5.7 billion net tonne kilometres of freight was moved, this was an increase of 8.9% compared to Q2 in the previous year and an increase of 0.7% compared to the previous quarter.
- In 2013-14 Q2 coal accounted for the largest proportion, 35.4%, of total freight moved with 2.0 billion net tonne kilometres moved. In 2013-14 Q2 coal moved experienced an increase of 15.6% compared to the same quarter last year. The general increase in coal moved since the beginning of 2010-11 coincides with an increase in the use of imported coal for UK electricity generation as reported by the Department of Energy and Climate Change (DECC) in March 2013.² This has been largely driven by the reduction in the price of coal on the international market.
- During 2013-14 Q2 six of the seven commodities experienced an increase in freight moved compared to 2012-13 Q2. Other and construction both experienced an increase of over 15.0% in 2013-14 Q2 compared to the same quarter in the previous year, whilst oil and petroleum, international and metal increased by 11.8%, 7.9% and 2.8% respectively.

² DECC *Energy Trends: March 2013, special feature articles – [Coal in 2012](#)*

- The only decrease in 2013-14 Q2 compared to 2012-13 Q2 was for domestic intermodal freight moved which decreased by 1.6% to 1.6 billion net tonnes. Domestic intermodal still accounted for the second highest proportion, 28.1%, of freight moved in 2013-14 Q2.
- The amount of infrastructure moved in 2013-14 Q2 was 0.43 billion net tonne kilometres an increase of 19.4% compared to 2012-13 Q2.

Full quarterly freight moved data can be found at: [ORR Data Portal](#)

Freight moved disaggregated by commodity type can be obtained through the ORR data portal report wizard: [ORR Data Portal Wizard](#)

A list of pre-created freight moved tables available on the ORR data portal is presented in Annex A.

Revisions: There have been no revisions to the previously published dataset.

Further details on historic revisions to the dataset can be found at: [Revisions Log](#)

2. Freight lifted

About Freight Lifted

Freight lifted is the mass of goods carried on the network measured in tonnes, excluding the weight of the locomotives and wagons. Unlike freight moved it takes no account of the distance travelled. Freight lifted data, which are provided by the four major freight operating companies, DB Schenker Rail (formally EWS), Freightliner Ltd (formally the BR container business), Direct Rail Services (DRS) and First GB Railfreight, is disaggregated into two types, coal and other.

2.1 Freight lifted

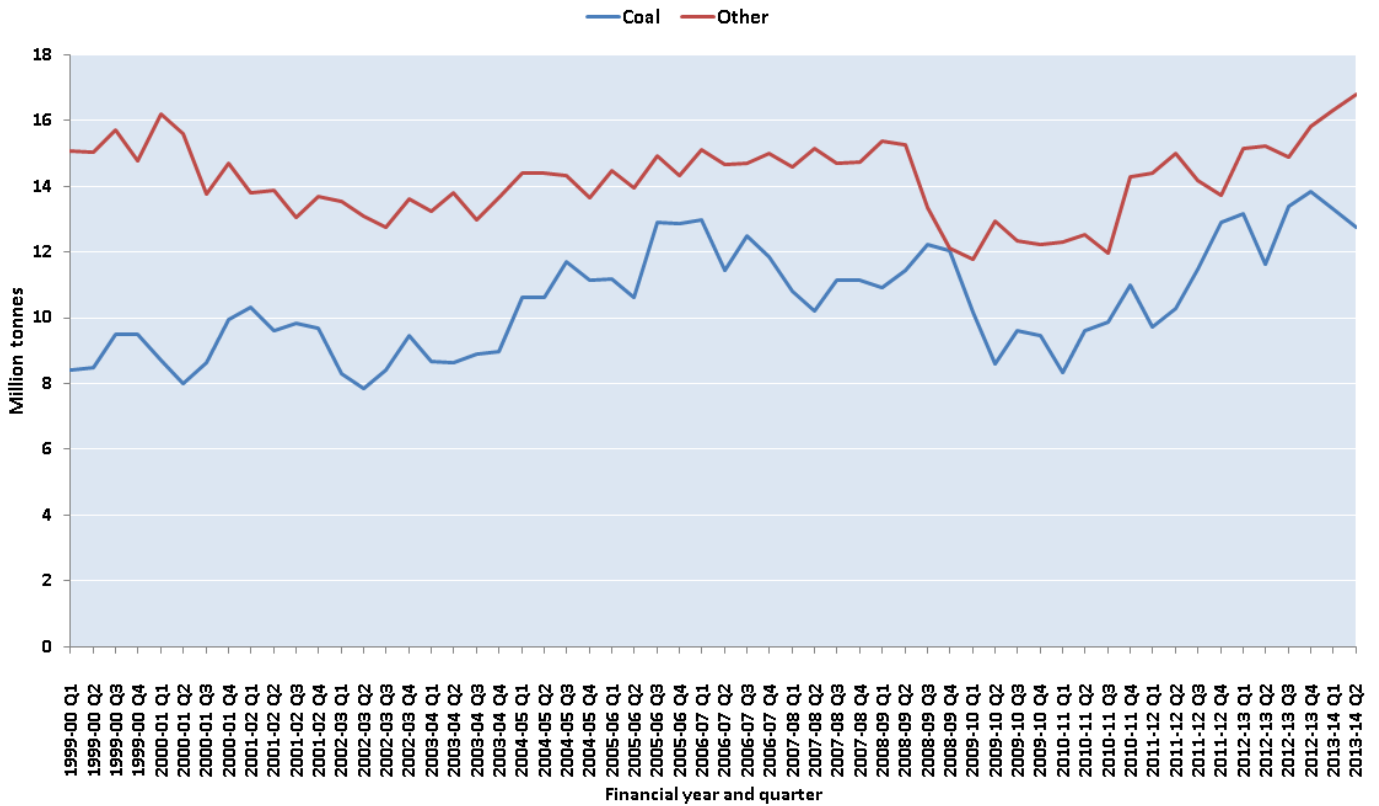
Freight lifted reached a peak of 113.1 million tonnes in 2012-13 of which 46.0% was coal lifted and 54.0% was other freight lifted. The previous highest annual amount of freight lifted was 108.2 million tonnes in 2006-07 following which there was a decline preceding increases in the last two years. This is a similar pattern to the total number of freight train movements which decreased every year between 2006-07 and 2010-11 before slight increases in the last two years³. The increase in freight train movements over the past two years has not been as steep as the increase in freight lifted, suggesting more efficient use of each freight train movement.

³ ORR Data Portal - [Number of freight train movements - table](#)

2013-14 Quarter 2 Results

Freight lifted by quarter – chart

Great Britain data 1999-00 Q1 to 2013-14 Q2 (million tonnes)



- The total freight lifted in 2013-14 Q2 was 29.5 million tonnes. Compared to 2012-13 Q2 total freight lifted increased by 10%, whilst a 0.2% decrease was seen compared to the previous quarter, 2013-14 Q1.
- Compared to the same quarter last year other freight lifted experienced an increase of 10.3%, rising from 15.2 million tonnes to 16.8 million tonnes. This also represented an increase of 3.0% compared to the previous quarter, 2013-14 Q1.
- Coal lifted in 2013-14 Q2 was 12.8 million tonnes, an increase of 9.6% compared to the same quarter last year, and also the heaviest amount of coal lifted in Q2 since the time series began. Data from the Department of Energy and Climate Change for 2012 shows that the use of imported coal for UK electricity generation is running at record levels which could explain the increasing trend for the volume of coal lifted on the network. This use of coal has been largely driven by the reduction in the price of coal on the international market.⁴

Full quarterly freight lifted data can be found at: [ORR Data Portal](#)

⁴ DECC *Energy Trends: March 2013, special feature articles – [Coal in 2012](#)*

A list of pre-created freight lifted tables available on the ORR data portal is presented in Annex A.

Revisions: There have been no revisions to the previously published dataset.

Further details on historic revisions to the dataset can be found at: [Revisions Log](#)

3. Freight delay per 100 train kilometres

About Freight Delay per 100 Train Kilometres

Freight delay is a measure of delay experienced by freight operating companies normalised by the distance run by freight trains. The measure is calculated by dividing the total delay experienced by all freight operators in Great Britain by the distance run by all freight operators in Great Britain. Normalising freight delay provides a measure which is comparable between different periods of time regardless of changing levels of freight traffic on the network.

Freight delays per 100 train kilometres tends to peak in Q3 and Q4 each year, coinciding with the expected periods of adverse weather, during Autumn and Winter. This is consistent with performance measures which tend to show that freight trains are less punctual during these quarters.

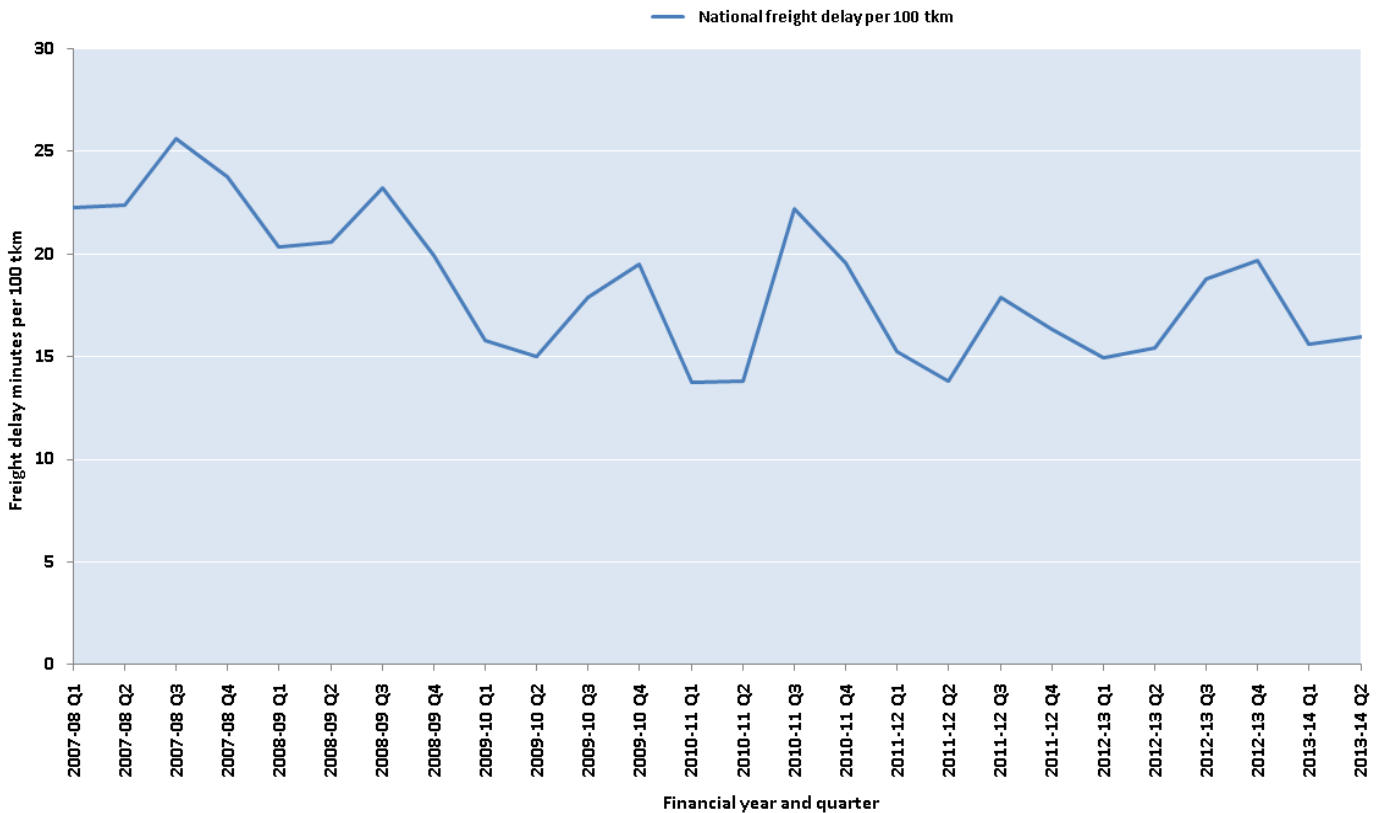
2.1 National freight delay per 100 train kilometres

Since the beginning of the time series, 2007-08, normalised freight delay has improved by 26.7% to 17.2 minutes in 2012-13, whilst the freight performance measure has also seen an increase of 5.4 percentage points. The accompanying Freight Rail Usage [quality report](#) provides a description of freight delay per 100 train kilometres whilst the passenger and freight rail performance [quality report](#) provides details of the freight performance measure.

2013-14 Quarter 2 Results

National freight delay per 100 tkm – chart (P)

Great Britain data 2007-08 Q1 to 2013-14 Q2 (freight delays minutes per 100 tkm)



- Freight delay per 100 train kilometres in 2013-14 Q2 was 3.5% worse than the same quarter last year and the highest number of delay minutes in a Q2 since 2008-09. This follows a similar pattern of performance to the freight performance measure, presented in the passenger and freight rail performance statistical release⁵. The increase in delay minutes and subsequent dip in performance can be partly explained by lightning strikes, possession overruns, signal failures and other non-track related incidents.
- Compared to the preceding quarter, delay minutes per 100 train kilometres during 2013-14 Q2 was 2.4% higher.

Quarterly normalised freight delay minutes data is presented here: [ORR Data Portal](#)

Revisions: This is the first publication of this dataset.

(P) The data in this dataset is provisional as delay data is often revised as part of the delay attribution process (please see the Freight Rail Usage [quality report](#) for further details). The data presented on the

⁵ [Passenger and freight rail performance statistical release 2013-14 Q2](#).

data portal is the most recent available quality assured data and therefore may differ to the figures presented in this statistical release, which are correct at the time of publication.

Details of any revisions in future will be found at: [Revisions Log](#)

Annex 1 – Statistical release themes and publication timetable

Statistical release	Data	Publication schedule
Passenger and Freight Rail Performance - Quarterly	Public performance measure Freight performance measure Cancellations and significant lateness	Q1: 5 th September 2013 Q2: 14 th November 2013 Q3: 6 th February 2014 Q4: 8 th May 2014
Passenger Rail Usage – Quarterly	Passenger kilometres Passenger journeys Passenger revenue Timetabled train kilometres	Q1: 19 th September 2013 Q2: 28 th November 2013 Q3: 20 th February 2014 Q4: 22 nd May 2014
Freight Rail Usage - Quarterly	Freight moved Freight lifted Freight delay minutes per 100 train kilometres Freight market indicators (Q4 only)	Q1: 3 rd October 2013 Q2: 12 th December 2013 Q3: 6 th March 2014 Q4: 5 th June 2014
Passenger Rail Service Satisfaction - Quarterly	Complaints Complaints comments received by London TravelWatch and Passenger Focus National rail enquiries	Q1: 17 th October 2013 Q2: 19 th December 2013 Q3: 20 th March 2014 Q4: 19 th June 2014
Regional Usage - Annual	Regional usage profiles	August 2014
Key Safety Statistics - Annual	Key safety facts Passenger key safety facts Public key safety facts Workforce key safety facts Train accident facts	August 2014
Rail Finance - Annual	Government support to the rail industry Rail fares index Private investment Subsidy	August 2014

Rail Infrastructure, Assets and Environmental - Annual	Infrastructure on the railways Average age of rolling stock Sustainable development	August 2014
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Annex 2 – List of pre-created performance reports available on ORR Data Portal

All data tables can be accessed on the data portal free of charge. The ORR data portal provides on screen data reports, as well as the facility to download data in Excel format and print the report. We can provide data in csv format on request.

Freight Moved

- Freight moved – table [ORR Data Portal](#);

Freight Lifted

- Freight lifted – table [ORR Data Portal](#);

Freight delay minutes per 100 train kilometres

- Normalised freight delay – table [ORR Data Portal](#);

Freight Market Indicators (Q4 only – 2012-13 available)

- Number of freight train movements – table [ORR Data Portal](#);
- Impact on rail haulage – table [ORR Data Portal](#); and
- Rail market share – table [ORR Data Portal](#)

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