



OFFICE OF RAIL REGULATION

# 2013-14 Quarter 4 Statistical Release

## Freight Rail Usage

**Responsible Statistician:**

**Fazilat Dar**

**020 7282 3705**

**[rstats@orr.gsi.gov.uk](mailto:rstats@orr.gsi.gov.uk)**

**Further Information**

**Media Enquiries:**

**020 7282 3705**

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

2013 – 14 Quarter 4 (1 January to 31 March 2014)

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# Contents

<b>Introduction</b>	<b>3</b>
<b>Summary of key results</b>	<b>5</b>
<b>1. Freight moved</b>	<b>6</b>
1.1 Freight moved by commodity	6
<b>2. Freight lifted</b>	<b>9</b>
2.1 Freight lifted	9
<b>3. Freight delay per 100 train kilometres</b>	<b>12</b>
2.1 National freight delay per 100 train kilometres	12
<b>Annex 1 – Statistical release themes and publication timetable</b>	<b>15</b>
<b>Annex 2 – List of pre-created performance reports available on ORR Data Portal</b>	<b>17</b>

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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 4 (1 January 2014 to 31 March 2014). 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;

Owing to data supply issues, we are unable to publish the 2013-14 annual data for the impact of freight on road haulage and the market share for rail freight. We are working with our data suppliers and shall provide an update on timescales on the data portal as soon as we have more information. ORR apologises for any inconvenience this may cause.

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 Q4, 1 January 2014 to 31 March 2014. 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 Fazilat Dar at [Fazilat.Dar@orr.gsi.gov.uk](mailto:Fazilat.Dar@orr.gsi.gov.uk) or on 020 7282 3705 or contact [rstats@orr.gsi.gov.uk](mailto: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](#).

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## Summary of key results

- 2013-14 saw the railways in Great Britain carry record amounts of freight on its network. Both the freight moved and freight lifted measures peaked in 2013-14 with the amount of freight moved totalling 22.7 billion net tonne kilometres and the freight lifted reaching 116.6 million tonnes.
- The total amount of freight moved in 2013-14 Q4 was 5.7 billion net tonne kilometres, an increase of 5.6% compared to Q4 in the previous year
- Coal has accounted for the greatest proportion of freight moved since the time series began with 35.0% of all freight moved in 2013-14 Q4, reaching 2.0 billion net tonne kilometres.
- Of the seven commodities which combine to provide the overall amount of freight moved, five experienced an increase in 2013-14 Q4 compared to 2012-13 Q4. The largest increases were for Other and Construction freight moved, increasing by 30.8% and 23.3% respectively.
- Domestic intermodal and Oil and Petroleum were the only commodities to experience a decrease in freight moved this quarter when compared to the same quarter in 2012-13.
- The total freight lifted in 2013-14 Q4 was 28.4 million tonnes, a decrease of 4.3% compared to 2012-13 Q4. While the amount of Coal lifted this quarter decreased by 10.4% to 12.4 million tonnes, the Other freight lifted increased by 0.9% compared to 2012-13 Q4.
- 2013-14 Q4 recorded the lowest normalised freight delay minutes per 100 train kilometres in a Q4 since the beginning of the time series, with freight delay per 100 train kilometres in 2013-14 Q4 decreasing by 17.7% when compared to the same quarter last year.

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# 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](#).

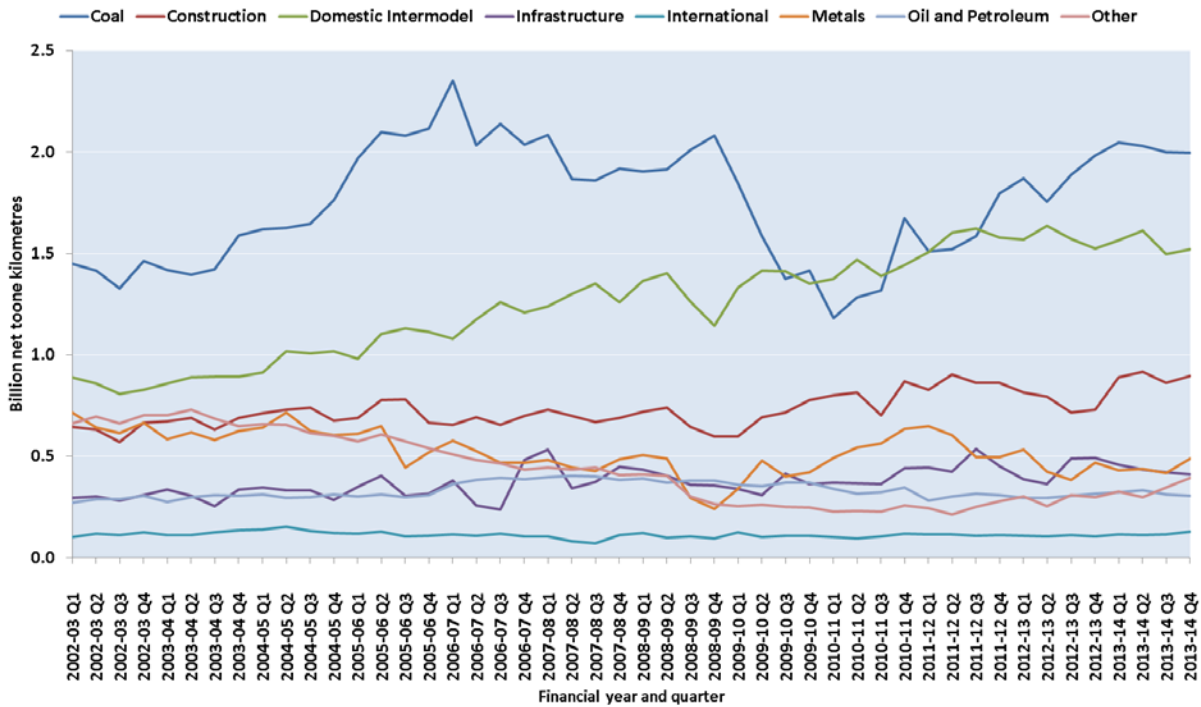
## 1.1 Freight moved by commodity

Based on data since privatisation in the mid-1990s, the total annual freight moved in Great Britain has peaked this year with 22.7 billion net tonne kilometres moved in 2013-14. Having peaked earlier in 2006-07 at 21.9 billion net tonne kilometres, the amount of freight moved had fallen to 19.1 billion net tonne kilometres by 2009-10, coinciding with the recession. However, the total freight moved has been growing steadily since then to the highest total since the time series began. The amount of coal moved experienced the largest drop during the recession, falling by over 30% between 2008-09 and 2010-11. It has since recovered, and 2013-14 recorded the highest amount of coal moved since 2006-07 with 8.1 billion net tonne kilometres. Metals and Construction recovered more quickly following initial declines between 2007-08 and 2008-09 with the amount of construction freight moved peaking at 3.6 billion net tonne kilometres in 2013-14. Domestic intermodal was the only commodity that continued to see growth throughout this period, increasing every year between 2002-03 and 2011-12 before falling to 6.2 billion net tonne kilometres in 2013-14.

## 2013-14 Quarter 4 Results

### Freight moved by quarter – chart

Great Britain data 2002-03 Q1 to 2013-14 Q4 (billion net tonne kilometres)



- During 2013-14 Q4 a total of 5.7 billion net tonne kilometres of freight was moved, this was an increase of 5.6% compared to Q4 in the previous year.
- In 2013-14 Q4 coal accounted for the largest proportion, 35%, of total freight moved with 2.0 billion net tonne kilometres moved. In 2013-14 Q4 coal moved experienced an increase of 0.7% compared to the same quarter last year. This is the lowest growth in a fourth quarter since 2009-10 Q4 when the amount of coal moved decreased by more than 30% This recent decline in the rate of growth can be partially accounted for by the closures of the Daw Mill colliery in Warwickshire<sup>1</sup>, Yorkshire’s Maltby<sup>2</sup> colliery and the Didcot power station<sup>3</sup>, last year. Also, as part of initiatives towards reducing carbon emissions<sup>4</sup>, power plants are gradually shifting from coal to biomass and other renewable sources of energy, the most recent being the Drax<sup>5</sup> power station in Yorkshire. The trend for increasing percentages of imported coal, however, is continuing.<sup>6</sup> The general

<sup>1</sup> <http://uk.reuters.com/article/2013/03/07/uk-coalfieldresources-dawmillclosure-idUKBRE92609G20130307>

<sup>2</sup> <http://www.bbc.co.uk/news/uk-england-south-yorkshire-21974682>

<sup>3</sup> <http://www.bbc.co.uk/news/uk-england-oxfordshire-21881129>

<sup>4</sup> <https://www.gov.uk/government/news/cleaner-greener-future-for-british-coal-plants>

<sup>5</sup> <http://www.businessgreen.com/bg/news/2317863/drax-steam-ahead-with-gbp700m-biomass-conversion>

<sup>6</sup> DECC Energy Trends: December 2013,

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.<sup>7</sup> This has been largely driven by the reduction in the price of coal on the international market.

- During 2013-14 Q4 five of the seven commodities experienced an increase in freight moved compared to 2012-13 Q4. Other, International and Construction commodities experienced an increase of over 20.0% in 2013-14 Q4 compared to the same quarter in the previous year, whilst amount of Metals moved increased by 4.3%.
- Oil and Petroleum and Domestic Intermodal freight moved decreased by 3.1% and 0.3% respectively this quarter, compared to 2013-13 Q4. Domestic intermodal still accounted for the second highest proportion, 26.6%, of freight moved in 2013-14 Q4.
- The amount of infrastructure moved in 2013-14 Q4 was 0.4 billion net tonne kilometres a decrease of 16.5% compared to 2012-13 Q4.

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](#)

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<sup>7</sup> DECC *Energy Trends: March 2013, special feature articles* – [Coal in 2012](#)



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## 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 (formerly EWS), Freightliner Ltd (formerly the BR container business), Direct Rail Services (DRS) and First GB Railfreight, is disaggregated into two types, coal and other.

### 2.1 Freight lifted

The annual freight lifted in Great Britain reached a peak of 116.6 million tonnes in 2013-14, the highest annual amount since the time series began. The amount of Coal lifted in 2013-14 was 51.5 million tonnes, a decrease of 1.0% over 2012-13. The amount of Other freight lifted peaked in 2013-14 with 65.1 million tonnes. The amount of freight lifted annually peaked, at 108.2 million tonnes in 2006-07 following which there was a decline until 2010-11. This is a similar pattern to the total number of freight train movements which decreased every year between 2006-07 and 2010-11 before increasing in the last three years<sup>8</sup>.

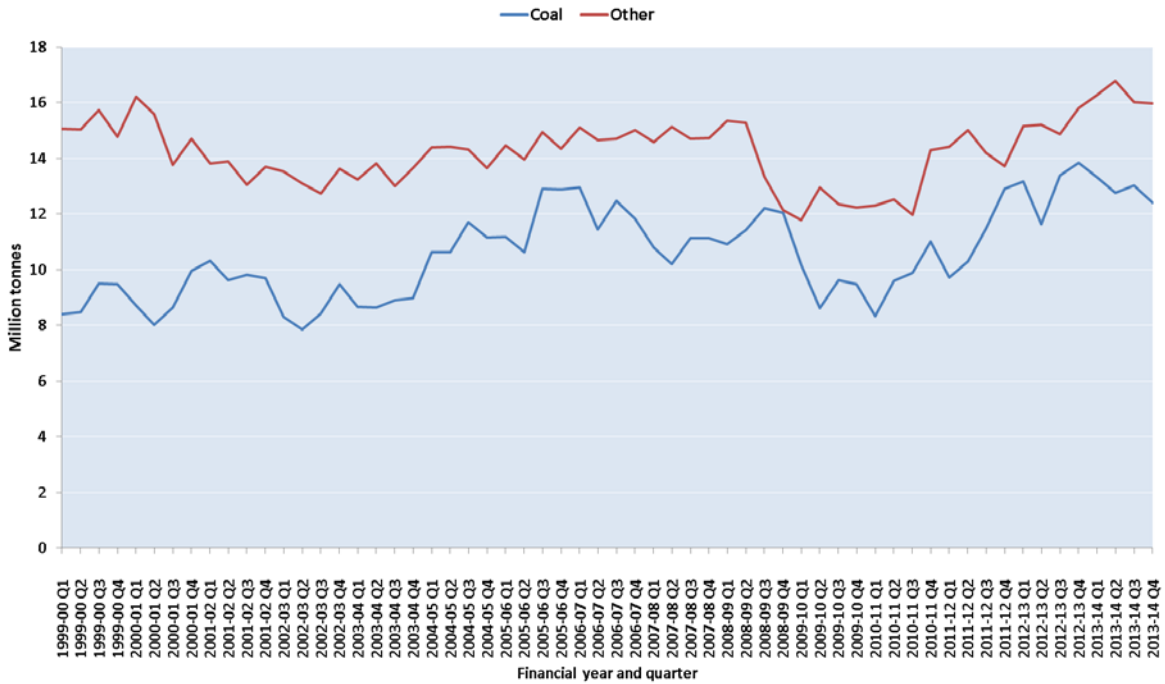
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<sup>8</sup> ORR Data Portal - [Number of freight train movements - table](#)

## 2013-14 Quarter 4 Results

### Freight lifted by quarter – chart

Great Britain data 1999-00 Q1 to 2013-14 Q4 (million tonnes)



- The total freight lifted in 2013-14 Q4 was 28.4 million tonnes, a decrease of 4.3% compared to 2012-13 Q4. The total freight lifted has been on a decline since Q4 last year, this quarter being the lowest in 2013-14.
- Compared to the same quarter last year, the Other freight lifted category experienced an increase of 0.9%, rising from 15.8 million tonnes in 2012-13 Q4 to 16.0 million tonnes in 2013-14 Q4.
- Coal lifted in 2013-14 Q4 was 12.4 million tonnes, a decrease of 10.4% compared to the same quarter last year. The amount of Coal lifted this quarter has been the lowest since 2012-13 Q2. This decline in the amount of Coal lifted can be partially accounted for by the closures of the Daw Mill colliery in Warwickshire<sup>9</sup>, Yorkshire’s Maltby<sup>10</sup> colliery and the Didcot power station<sup>11</sup>, last year. Also, as part of initiatives towards reducing carbon emissions<sup>12</sup>, power plants are gradually shifting from coal to biomass and other renewable sources of energy, the most recent being the Drax<sup>13</sup>

<sup>9</sup> <http://uk.reuters.com/article/2013/03/07/uk-coalfieldresources-dawmillclosure-idUKBRE92609G20130307>

<sup>10</sup> <http://www.bbc.co.uk/news/uk-england-south-yorkshire-21974682>

<sup>11</sup> <http://www.bbc.co.uk/news/uk-england-oxfordshire-21881129>

<sup>12</sup> <https://www.gov.uk/government/news/cleaner-greener-future-for-british-coal-plants>

<sup>13</sup> <http://www.businessgreen.com/bg/news/2317863/drax-steams-ahead-with-gbp700m-biomass-conversion>

power station in Yorkshire. The trend for increasing percentages of imported coal, however, is continuing.<sup>14</sup> The use of imported coal for UK electricity generation is still at high 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.<sup>15</sup>

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

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](#)

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<sup>14</sup> DECC Energy Trends: December 2013,

<sup>15</sup> DECC *Energy Trends: March 2013, special feature articles* – [Coal in 2012](#)

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## 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.

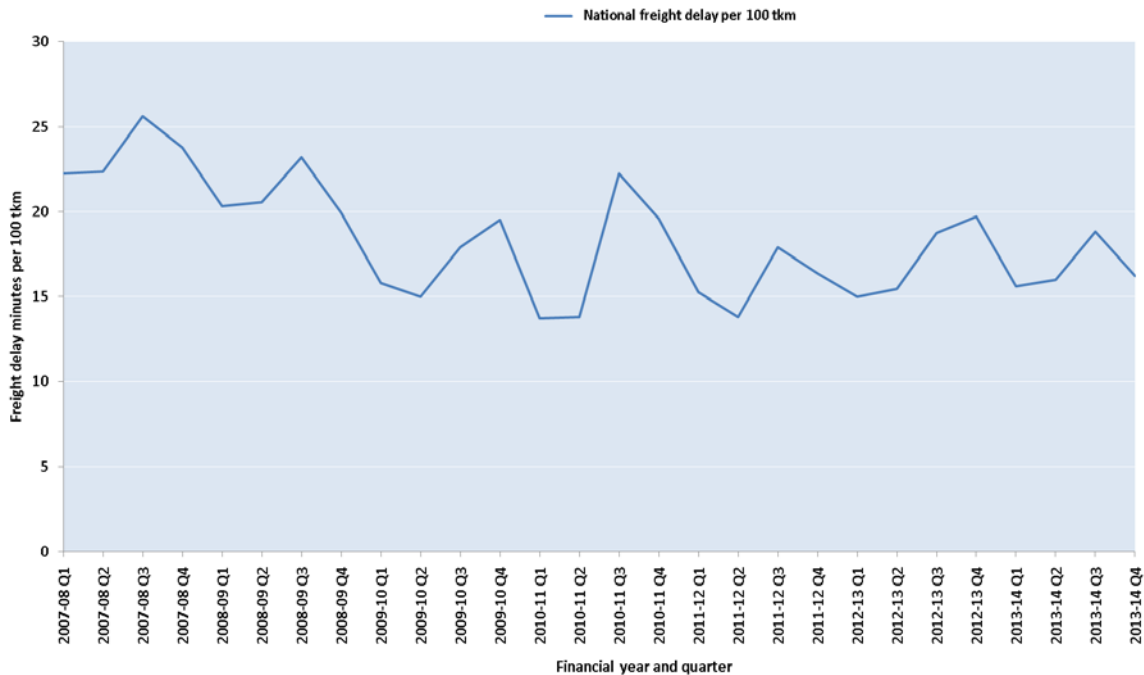
### 2.1 National freight delay per 100 train kilometres

Since the beginning of the time series in 2007-08, normalised freight delay has improved by 29.1% to 16.7 minutes in 2013-14, whilst the freight performance measure has also seen an increase of 6.1 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 4 Results

### National freight delay per 100 tkm – chart (P)

Great Britain data 2007-08 Q1 to 2013-14 Q4 (freight delays minutes per 100 tkm)



- Freight delay per 100 train kilometres in 2013-14 Q4 has decreased by 17.7% when compared to the same quarter last year. 2013-14 Q4 recorded the lowest number of delay minutes in a Q4 since the beginning of the time series. This follows a similar pattern of performance to the freight performance measure, presented in the passenger and freight rail performance statistical release<sup>16</sup>. The decrease in the freight delay minutes and the subsequent increase in performance could be due to the ability to revise the schedule of a freight train at a much shorter notice (compared to passenger trains) and thereby mitigate against the effect of adverse weather – storms bringing strong winds and record levels of rainfall that affected the rail network.
- Compared to the preceding quarter, delay minutes per 100 train kilometres during 2013-14 Q4 was 13.8% lower.

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

<sup>16</sup> [Passenger and freight rail performance statistical release 2013-14 Q4](#).

**Revisions:** There have been no revisions to 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 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 <sup>th</sup> September 2013 Q2: 14 <sup>th</sup> November 2013 Q3: 6 <sup>th</sup> February 2014 Q4: 8 <sup>th</sup> May 2014
Passenger Rail Usage – Quarterly	Passenger kilometres Passenger journeys Passenger revenue Timetabled train kilometres	Q1: 19 <sup>th</sup> September 2013 Q2: 28 <sup>th</sup> November 2013 Q3: 20 <sup>th</sup> February 2014 Q4: 22 <sup>nd</sup> May 2014
Freight Rail Usage - Quarterly	Freight moved Freight lifted Freight delay minutes per 100 train kilometres Freight market indicators (Q4 only)	Q1: 3 <sup>rd</sup> October 2013 Q2: 12 <sup>th</sup> December 2013 Q3: 6 <sup>th</sup> March 2014 Q4: 22 <sup>nd</sup> March 2014
Passenger Rail Service Satisfaction - Quarterly	Complaints Complaints comments received by London TravelWatch and Passenger Focus National rail enquiries	Q1: 17 <sup>th</sup> October 2013 Q2: 19 <sup>th</sup> December 2013 Q3: 20 <sup>th</sup> March 2014 Q4: 19 <sup>th</sup> 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 (annual publications)

- Number of freight train movements – table [ORR Data Portal](#);
- Impact on rail haulage – table [ORR Data Portal](#); and (– data available only till 2012-13 )
- Rail market share – table [ORR Data Portal](#) (– data available only till 2012-13 )

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