

NATIONAL RAIL TRENDS YEARBOOK 2007-08

ORR ENVIRONMENTAL KEY PERFORMANCE INDICATORS – Q&A

Q1 Why is ORR publishing these KPIs?

In considering how best to discharge its statutory sustainable development and environment duties, ORR concluded¹ that its primary objectives should include using KPIs to:

- publicise the performance and benefits of the railways to a wider audience; and
- encourage the industry to improve its sustainability performance, focusing primarily on environmental impact.

By encouraging the industry to take collective ownership of any data published on its behalf we believe that the industry will be able to understand:

- any underlying reasons for change in performance; and
- how cross-industry action can influence future trends (through best practice, for example).

In December 2007 the industry's Sustainable Development Steering Group wrote to ORR detailing the KPIs that it was committed to having published, both immediately and in the future.²

Q2 What do the current KPIs cover?

The current KPIs report traction energy consumption (electricity and diesel) and associated Carbon Dioxide (CO₂) emissions for 2005-06 and 2006-07. These are the only years for which complete data is currently available.

Included within the KPIs are all franchised passenger, non-franchised passenger and freight operators that carried out movements during the relevant periods. The data is split between passenger and freight operator groups. We have not included charter services or engineering trains within the totals as the underpinning data is not currently available. We hope that the industry will address this situation in due course.

¹ ORR's *sustainable development and environmental duties: conclusions*, April 2007 (available on our website at <http://www.rail-reg.gov.uk/upload/pdf/324.pdf>).

² This is available on our website at http://www.rail-reg.gov.uk/upload/pdf/industry_enviro_perf_ind.pdf.

The absolute CO₂ emission data has also been normalised by passenger and net freight tonne kilometres where appropriate. The industry had indicated that the traction data should also be normalised in this way, but the breakdown of kilometres between electricity and diesel use is not currently available. The industry is working towards producing this split for all three years when the 2007-08 data is published later this Autumn.

Q3 From where has the data been produced?

The traction energy data for franchised and non-franchised passenger operators (excluding Eurostar) was provided by the Association of Train Operating Companies (ATOC). The equivalent data for Eurostar was provided by Network Rail and Channel Tunnel Rail Link, and freight data provided by individual operators. The kilometre data used to normalise the CO₂ emissions was taken from National Rail Tend data provided to ORR by Network Rail, with Eurostar providing its data separately.

The CO₂ emissions have been calculated by applying the appropriate emissions conversion factors from the Defra Greenhouse Gas (GHG) Company Reporting Guidelines to the traction energy totals. (Note: These are consistent with data published in the Digest of UK Energy Statistics and the National Atmospheric Emissions Inventory).

Q4 Will the KPIs be published by individual train operator?

The KPIs are intended to provide an overall indication of the environmental performance of the GB Railway. The industry has not committed to publish data by individual operator, and it is not currently our intention to do so.

Q5 Will ORR be commenting on the data?

We would envisage commenting if we felt there was an important story to tell. For example, if any significant or interesting trends in performance are identified or any other issues arise (such as, concerns about data accuracy or methodology, or the way in which operators are measuring or monitoring their energy consumption). Any comments will be included within our National Rail Review publication.

Q6 Are there any plans to publish KPIs for earlier years?

No - the rail industry has indicated that it is unable to report CO₂ emissions against 1990 levels in line with the UK Government's reporting against Kyoto Protocol commitments. Energy consumption data for the

years prior to 2005-06 is not as robust as the data that has been produced, so the industry does not intend to publish KPIs for earlier years.

Q7 Are there any plans to publish further KPIs?

In its December 2007 letter the industry also committed to publish a number of other KPIs in future. These are listed below. The precise format of these KPIs, and the methodology underpinning them, is subject to further consideration and assessment by the industry.

KPI
Noise , by number of people affected by rail noise above a determined threshold level
Air emissions from traction energy , for carbon monoxide (CO), sulphur oxides (SO _x), nitrogen oxides (NO _x) and particulates (PM10)
Traction energy efficiency and carbon intensity of rail operations , independent of passenger numbers or freight volume
Non-traction energy consumption and carbon intensity
Waste material generated and water consumption