UIC REPORTING GUIDELINE SUSTAINABLE MOBILITY & TRANSPORT

Reporting Principles and Indicators for Rail

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Introduction

This publication is a supporting document to the UIC Declaration Sustainable Mobility & Transport. It is a voluntary guideline for UIC members who have signed the Declaration and who now wish to report to their stakeholders on the company's progress in implementing the sustainability approach and commitments set out in the statements of the Declaration.

This is the first version, based on existing indicators and on experiences of the UIC Sustainable Mobility Expert Network. Please give us your feedback about your experiences with this guideline and help us to improve it further by telling us your ideas and suggestions. Contact the UIC Sustainable Development Unit at sustainability@uic.org .

Structure:

- Society: Section A focuses on the overall advantage of rail for the whole society
- Customers: Section B focuses on the advantages of rail for customers
- Company: Section C focuses on the responsibility and management of railway companies concerning stakeholders and shareholders.

This Document Contains:

- Statement Explanations - statements of the Declaration with explanations about how to understand them, what aspects the statements include and where to focus on when you report about your implementation of the declaration.
- Qualitative and Quantitative Indicators - a collection of qualitative and quantitative sustainability indicators contributing to the statements/ illustrating the implementation of the declaration in your company.
- Annexes which contain further explanations of new UIC sustainability indicators and how to integrate GRI indicators. You can find as well an overview of the development of UIC's Declaration and Reporting Guideline for Sustainable Mobility and Transport.

How to use this guideline for your company reporting:

Start:

- Identify the sustainability issues which are most important for your company.
- Try to report on each statement in the Declaration by choosing suitable quantitative and qualitative indicators from this collection.
- Start with the indicators your company reports anyway to UIC statistics (marked as "UIC Statistics Indicators" in the tables) and with the indicators marked as "core indicators" (see table of contents). Quantitative indicators should be reported with at least two years of history.
- When you report on how you meet the expectations of society (section A) and your customers (section B) keep the messages simple and choose self-explanatory data and diagrams.
- When you report on your governance and responsibility (section C) it is important to show the existing programs and principles the company bases its daily business on. Report more detailed about the sustainability issues you identify as the most important.

Advanced reporting:

- Base your selection of important sustainability issues for your company on internal reviews and on internal and external stakeholder consultations.
- Report detailed about strategies, management, goals and measures for each statement of the Declaration and complement it with significant data (focus on your important sustainability issues).
- Consider all quantitative and qualitative indicators from this collection and choose the applicable ones for your company and your region.
- Try to choose at least one indicator per statement (preferably UIC-SIR if applicable) with three to five years of history.

A Meet the expectations of society

We are the backbone for sustainable mobility and transport systems in our society.

A1 Rail offers solutions to cope with the mobility and transport challenges of the future.

Transport systems exist to provide social and economic connections with the aim of giving individual as well as collective benefits. However, mobility and transport have a variety of impacts that can affect the economic, environmental, and social dimensions of society not only in positive but also in negative ways. Therefore, sustainable mobility and transport solutions are needed which have lower negative impacts or increased positive impacts on the communities they serve, especially in view of an expected growing demand for mobility and transport (still it is only few countries that show the needed de-coupling of transport activities (and its harmful effects) from economic growth).

Transport growth globally is a threat to sustainable development. Rail can cope with the projected transport and mobility growth in a more sustainable way: Freight and passenger transport solutions with rail as the backbone between destinations allow substantial reductions in environmental impact from transportation. And rail is able to transport high amounts of various goods (not only heavy goods over long distances) as well as high volume of citizens. Rail is therefore able to cope with the challenge of an increased modal shift. Due to its tangible advantages and low external costs, there would be no sustainable transport systems without rail. This could contribute considerably to most governments' environmental, economic and social objectives.

Rail could also contribute to new sustainable regional and urban development, for example where you will not need a car or where other sustainability aspects of citizens or corporate life have improved. Reliable and accessible transport via rail is therefore an important aspect for regional growth.

Report your contributions

Rail as advantage for society

Qualitative description

- Describe the advantage of rail for your national/regional transport systems and/or the possible negative impacts if rail would not exist. Set it in context to the mobility and transport challenges of the future that you identified as most important for your company. Where appropriate, please report the objectives and the timeframe.
- Describe possible (positive) effects of rail as contribution to sustainable regional and urban development.

Reference indicators

UIC-SIR-1	Decoupling CO_2-emissions from transport performance [%]	**new** (UIC Sustainability Indicators Rail)
UIC-SIR-2	Avoided CO_2-emissions, otherwise emitted by mainly cars and trucks, in some cases also airplanes and inland navigation	**new** (UIC Sustainability Indicators Rail)
UIC-SIR-3	Number of avoided cars and trucks on roads, and of flight departures where relevant	**new** (UIC Sustainability Indicators Rail)

Rail as partner for sustainable transport growth

Qualitative description

- Describe what kind of different transport and mobility possibilities you already offer (rail is not only good for heavy goods on long distances) and how your customers accept these (what are the effects for modal split).
- *Optional*: Describe also what could be done by your railway if the investments in rail infrastructure would be increased.

Reference indicators

UIC-SIR-4	Market share of rail in your country or region	***new*** (UIC Sustainability Indicators Rail)
UIC-SIR-5	Modal split in your country or region (rail, road, air, inland waterways)	***new*** (UIC Sustainability Indicators Rail)

UIC	HS rolling stock: Type of rolling stock, Total Trainset stock, Maximum speed of HS Rolling stock, Traction current [Hz], Power by trainset [kW], Tilting, Average number of seats by trainset (1st class, 2nd class), Train movements [thousand train-kilometres], Trainset runs [thousand kilometres], Annual mean trainset distance, Total distance in km of the lines covered in home country, Number of stations served in home country	UIC Statistics Indicators
UIC	Revenue-earning HS traffic: – Passengers (1st class, 2nd class) [in thousand Passengers] – Passenger-kilometres(1st class, 2nd class) [in millions Pkm] – Mean passenger distance [km]	UIC Statistics Indicators

A2 Rail has lower impact on climate and environment than most other transport modes.

The challenge of climate change and the depletion of natural resources are indispensable elements of any sustainable strategy. Rail transports' specific and absolute energy usage is lower than that of cars and airplanes, and electric rail traction allows a switch to alternative energy sources more easily than other modes of transport (electro-mobility is already realized).

Air pollutant emissions harm people's health and nature. Transport users and providers need to manage their emission outputs and demonstrate ways to reduce them. Rail as a transport mode emits today already much less air pollutants than other modes.

Noise emissions are critical for the acceptance of rail especially for freight operations at night; still however, rail in general provides transport services with less annoyed people by noise compared to road and aviation.

Last, rail causes less harm to protected areas, habitats and endangered species than road. This is mainly due to the inherent physical qualities of rail infrastructure and rail operation.

Report your contributions

Reference indicators

Describe your contributions to lower environmental impacts in the mobility and transport system by using the following selection of indicators. Please note that in the mobility and transport sector it is most important to report on the energy use of the vehicle fleet because this is the major "resource" for transport service providers.

In addition to the absolute data, the energy use reported broken down within mobile sources should also be normalized using units such as: per person-km, per ton-km, per delivery item, or per unit km (e.g., TEU-km for container freight). Furthermore, you should report on the energy use of your infrastructure and non-mobile assets (e.g., stations, offices). Here a methodology is in development by UIC.

Energy consumption

UIC	Energy Consumption by Rail Tractive Stock: – Diesel [in thousand tonnes] – Electricity [in millions kWh]	UIC Statistics Indicators
UIC-ENV-1.2.a	**Core Indicator (Passengers) Specific primary energy consumption of passenger transport by rail [kJ/pkm]** (if not available: start with final energy consumption UIC-ENV1.1.a)	UIC Leaflet 330 Environmental Indicators
UIC-ENV-1.2.b	**Core Indicator (Freight): Specific primary energy consumption of freight transport by rail [kJ/tkm]** (if not available: start with final energy consumption UIC-ENV1.1.b)	UIC Leaflet 330 Environmental Indicators
GRI-EN3-core	**Core Indicator (All): Direct energy consumption by primary energy source**	GRI-G3-Guideline
GRI-EN3/L&T	Breakdown by stationary and mobile sources	GRI-Sector Supplement L&T
GRI-EN4-core	Indirect energy consumption by primary source	GRI-G3-Guideline

CO_2 emissions

UIC-ENV-3.a	**Core Indicator (Passengers): Specific CO_2 emission of passenger transport [g CO_2/pkm]**	UIC Leaflet 330 Environmental Indicators

UIC-ENV-3.b	**Core Indicator (Freight): Specific CO_2 emission of freight transport [g CO_2/tkm]**	UIC Leaflet 330 Environmental Indicators
GRI-EN16-core	**Core Indicator (All): Total direct and indirect greenhouse gas emissions [t CO_2/ t CO_2eq]**	GRI-G3-Guideline
GRI-EN3/L&T	Greenhouse gas emissions by stationary and mobile sources [t CO_2/ t CO_2eq]	GRI-Sector Supplement L&T
GRI-EN17-core	Other relevant indirect greenhouse gas emissions [t CO_2eq]	GRI-G3-Guideline

Air pollution

UIC-ENV-4.1.a	**Core Indicator (Passengers): Specific NO_x emissions of passenger transport [g NOx/pkm]**	UIC Leaflet 330 Environmental Indicators
UIC-ENV-4.1.b	**Core Indicator (Freight): Specific NOx emissions of freight transport [g NOx/tkm]**	UIC Leaflet 330 Environmental Indicators
UIC-ENV-4.2.a	**Core Indicator (Passengers): Specific particle emissions of passenger transport [g PM10/pkm]**	UIC Leaflet 330 Environmental Indicators
UIC-ENV-4.2.b	**Core Indicator (Freight): Specific particle emissions of freight transport [g PM10/tkm]**	UIC Leaflet 330 Environmental Indicators
GRI-EN20-core	**Core Indicator (All): Air pollutant emissions [t NOx, t SOx, and other significant air emissions in tons]**	GRI-G3-Guideline
GRI-EN19-core	Emissions of ozone-depleting substances [t]	GRI-G3-Guideline

Noise annoyance

Qualitative description

- Describe how many people are directly affected and/or disturbed by rail noise and why (source of noise) and describe improvements (e.g. by using the national noise maps according to the EU directive 2002/49/EC (description of improvement every 5 years in comparison to other transport modes)).
- Describe the effects of railway noise for nearby inhabitants compared to other transport modes, quote national studies where available, especially for differences in noise perception between transport modes.

Impacts on protected areas, habitats and biodiversity

Qualitative description

- Describe your contributions for nature protection e.g. what kind of natural areas, habitats (according to the EU Directive 92/43/EC) and species do you protect while maintaining your infrastructure.
- Describe how you understand and work with the impacts on land use from rail, e.g. transporting many people using less physical surface (e.g. avoiding the need for additional parking space in city centres) is an important contribution to sustainable urbanization. Please note that for this topic still no internationally agreed calculation method exists. Only comparing total surface of used land is not a solution due to the different quality of tracks and roads: tracks are permeable for rain, more crossable for animals and offer space for protected species which often have no possibilities elsewhere.

Reference indicators

GRI-EN11-core	Location and size of land owned, leased, managed in, or adjacent to, protected areas and areas of high biodiversity value outside protected areas	GRI-G3-Guideline
GRI-EN12-core	Description of significant impacts of activities, products, and services on biodiversity in protected areas and areas of high biodiversity value outside protected areas	GRI-G3-Guideline

A3 Rail is the safest mode of transport.

It is an undisputed fact that rail is safer than road transport, both for freight and passenger. The inherent system advantages are mainly the track bound traffic, the track system secured by signalling, the automated operating control systems and the strict working regulations that reduce the influence of arbitrary incidents and human failures. The safe transport of passenger and cargo by rail is the foundation to its low external costs and consequently the relative value that rail provides to society compared to other modes of transport.

Report your contributions

Safety

Reference indicators

UIC-SIR-6	Significant accidents: Number of significant railway accidents [per train-km] *Optional: Comparison with road air/ ship accidents [number/ km]*	**UIC Safety Database**
UIC-SIR-7	Significant accidents: Fatalities (killed person) and serious injured divided into passengers, staff and third parties [per train-km] *Optional: Comparison with road/ air/ ship [number/ km]*	**UIC Safety Database**
UIC-SIR-8	Accident involving the transport of dangerous goods [per train-km] *Optional: Comparison with road/ ship [number/ km]*	**UIC Safety Database**
GRI-EN23-core	Total number and volume of significant spills (along the tracks)	GRI-G3-Guideline
GRI-PR2-add	Total number of incidents of non-compliance with regulations and voluntary codes concerning health and safety impacts of products and services, by type of outcomes	GRI-G3-Guideline

A4 Rail relieves roads and reduces congestion.

Rail does not only provide attractive solutions for their own customers but is also contributing to better conditions for road users by relieving roads and reducing congestion, both for private car drivers and for professional truck drivers. This is especially true for suburban and urban commuter transports during peak hours.

For high speed train services this is also becoming more important in terms of relieving the pressure on e.g. the European aviation space which is getting still more congested in peak hours as well.

Report your contributions

Rail as absorption for road transport

Reference indicators

GRI-LT6	Description of policies and programs implemented to manage the impacts of traffic congestion	GRI-Sector Supplement L&T

A5 Rail has macro-economic advantages for society.

Rail today has macro-economic advantages due to reduced time losses and accidents as well as lower environmental impacts; the aggregated monetary value of these effects is termed “external costs”. External costs are today exclusively covered by society/ by public funding and not reflected transparently in market prices using the internationally accepted “polluter pays principle”. The market prices, market powers and societal benefits of transport would shift dramatically in favour of rail if external costs become internalized.

Report your contributions

External costs

Qualitative description

- Describe the external costs of your operation in comparison with other modes of transport and document which methodology you base your assessment on,
- Please remark that there is still no international agreement on the standard calculation methodology (various studies like IWW/ INFRAS, UNITE etc. have large differences especially in valuation principles). Consequently you have to decide if and what you want to report, e.g. by quoting national or international studies as reference.
- UIC as a rail association should report on this including a comparison between transport modes.

Reference indicators

UIC-SIR-9	**Core Indicator (Passengers): Absolute external cost passenger transport road/ rail/ air [€/year]**	***new*** (UIC Sustainability Indicators Rail)
UIC-SIR-10	**Core Indicator (Freight): Absolute external cost freight transport road/ rail/ air/ ship [€/year]**	***new*** (UIC Sustainability Indicators Rail)
UIC-SIR-11	**Core Indicator (Passengers): Average external cost passenger transport road/ rail/ air [€/1,000 pkm]**	***new*** (UIC Sustainability Indicators Rail)
UIC-SIR-12	**Core Indicator (Freight): Average external cost freight transport road/ rail/ air/ ship [€/1,000 tkm]**	***new*** (UIC Sustainability Indicators Rail)

A6 Rail enhances sustainable integration of transport and mobility modes.

Combination of transports is a crucial element of sustainable transport systems. It is not possible to solve the mobility and transport challenges with single-mode parallel transport systems – intelligent combinations are needed for both passenger and freight transport with regard to local, regional and long distance (for passenger transport: high speed) level.

In freight shipments, for example, combined transport is the ideal solution to overcome competition between different carriers on the basis of cooperation and partnership - to the benefit of all concerned. Combined transport refers to the transport of goods in a vehicle or in loading units (swap bodies, containers or semi-trailers), where the major part of the journey is done by rail, inland waterways or sea, and any pre- and onward carriage is carried out by trucks. Consequently, combined transport is using the main strengths of each transport mode.

For passenger mobility, rail has since its birth offered its services as natural part of the entire journey as people has to find other means of transport in both ends of their rail journey (by e.g. walking, biking, using public transport or car-sharing to and from railway stations). High speed rail service combined with intercontinental flights is also a good example of how rail can substitute short distance flights within Europe and encourages co-modality.

Report your contributions

Combination of transport modes

Qualitative description

- Describe your company's contributions to co-modality (passenger and freight), e.g. the opportunities you offer for combining rail with other transport modes and what effect it has for the design of sustainable transport systems in your country or region.

B Meet the expectations of customers

We provide attractive mobility and transport solutions for our customers.

B1 Rail travel and commuting increases quality and productive time.

In today's hectic world quality time for oneself and chances to relax are precious for each individual. When travelling by rail, travellers gain time which they can use to do things they could not do if travelling by car or plane. In addition they travel with a high level of comfort.

At present, the valuation of quality time is not visible in macro-economic models for planning and optimization of transport systems. The trend of rising demand on quality time in everyday life is only visible in qualitative surveys of personal preferences and change of life style, especially for the younger generation. The quality time parameter will most likely be one of the most tangible and valuable assets for rail to offer its customers in the years to come.

Report your contributions

Quality time with rail

Qualitative description

- Describe the life quality aspects you provide for your different customer groups (e.g. business travellers, commuters, families, disabled travellers, students etc.) considering their different needs (business, work, holiday (green tourism), family visits (patchwork families), e.g. travelling comfortable over night, kinder gardens at the stations, car-trains etc.

Reference indicators

UIC-SIR-13	Share of disposable time compared to car and airplane on either selected or typical connections [%]	***new*** (UIC Sustainability Indicators Rail)

B2 Rail provides reliable mobility and transport.

In business and private life people need reliability to plan their time effectively. A reliable railway is the single most important requirement of passengers. Travelling and transport by rail supports this goal by being more reliable than other transport modes. Delays are an unproductive use of people's time, and serious delays disrupt their travel plans. Business interests confirm that both reliability and frequency of service have an impact on business-location decisions and their potential use of rail logistics services.

Improved reliability can also help increase capacity. More services can be run on a given line if all trains run precisely to their allotted timetables. This will be facilitated by new radio-based signalling technology, which has the additional benefit of reducing the disruption caused by maintenance works on the infrastructure.

Passenger expectations of reliability are likely to increase as personal incomes grow and people value their time higher. The railways must plan for a future in which people are less tolerant of delays and unproductive use of their time. This will place even more importance on the end-to-end journey, interchange at stations, ease of ticket purchase and quality of "on the spot" real-time information.

Report your contributions

Reliability of rail services

Qualitative description

- *Optional*: Describe the steps taken in your company to improve reliability of freight and/ or passenger services where applicable (include possibly the conflict between punctuality and connection assurance for passenger transport).
- Mention some of the reasons why punctuality could not be reached.

Reference indicators

UIC-SIR-14	**Core Indicator (Passengers): Punctuality of passenger trains per year [%]** Local and regional trains (cancelled trains, trains on time (delay ≤ 5 min)), Long distance trains (cancelled trains, trains on time (delay ≤ 5 min), of which HS Trains (cancelled trains, trains on time (delay ≤ 5 min))	***UIC Statistics Indicators***

B3 Rail improves access to mobility.

Rail offers affordable transport with an extensive network providing mobility and transport for all needs – be it local, regional, national or international. It is crucial that rail demonstrates how its services are or can be made accessible for everyone.

Easy access to mobility can be divided into three main parts:

- Access to travel information, tickets and other services before and after the travel,
- Physical access to the stations and thereby linking to other transport modes (by foot, bike, public transport, car or plane) with emphasis on the qualities of barrier free travelling directly to and from work, leisure activities, holidays, as well as between city centres etc.,
- Service for dedicated groups with special needs, e.g. business people, commuters, students, children/ families, elders, disabled.

Mobility opportunities determine to large degree the social interaction and therefore the personal, social and professional development of each individual. This particularly applies to people with disabilities and limited mobility. For many disabled persons or people under age who do not have their own motor vehicle, the use of public transport including railways, buses, coaches and tramcars is essential to their ability to participate in public life.

Report your contributions

Mobility access to rail

Qualitative description

- Describe in what ways you offer to inform customers about time schedules, options for planning routes, ways to buy tickets, etc.,
- Describe what measures you take to provide easy access to stations and trains for all your customers.
- Describe what services you offer for any disabled customer to provide easy access to stations and trains.
- Describe the links to other modes of transport from your major stations and needle points in the network.
- Describe any special offers for customers with limited access to other means of mobility like children, students, elderly (e.g. special tickets).

Reference indicators

UIC-SIR-15	Percentage of stations with facilitated access for disabled people [%]	***new*** (UIC Sustainability Indicators Rail)

B4 Rail reduces the environmental foot prints of its customers.

Customers are more and more aware that they contribute to their environmental footprint also by their individual mobility behaviour or their commissioned freight transports. Mobility and transport by rail can help to improve the environmental footprint of individual travellers and company customers due to its lower impacts.

To make the advantage of rail comprehensive and to allow the customers to choose consciously between transport modes, rail should offer not only an environmental friendly alternative but also individual environmental calculations for single customers (e.g. private and business travellers, freight customers). Such calculations should allow comparing emissions of CO_2 and air pollutants based on (projected) standards for comparison.

Rail passengers in Europe can directly calculate environmental impacts of their own journeys from the internet-based travel information tool Eco-Passenger (www.ecopassenger.org) whereas rail freight customers (also in Europe) can calculate environmental impact of their freight transports from the tool Eco-Transit (www.ecotransit.org). Both tools display energy consumption, CO_2 and other relevant

emissions for the selected journey compared to the same journey by road, air or even ship if available on that particular line. The tools also take into account the electricity mix, power generation efficiency and fuel production involved.

Report your contributions

Improving the environmental footprints of customers

Qualitative description

- Describe how your company advices customers to lower their environmental foot print of transport (e.g. with specific information or dialogues single customer and company customers for business travel or freight transports).
- Describe how your customers could get individual data for their own climate/ environmental footprint/ balance (for single journeys, over the year etc.), e.g. via tools like Eco-Passenger/ EcoTransIT or individual calculations, and describe how they can use these data for reducing their environmental impacts (single customer and company customers, e.g. for business travel or freight). If you do so, describe also the quality and sources of the data used e.g. refer to involved institutions/external evaluations to underline the credibility of the information used.

Reference indicators

UIC-SIR-16	Number of business customers that required environmental calculations or page visits of the company's Eco-IT-tools per year	***new*** (UIC Sustainability Indicators Rail)

B5 Rail is the backbone of attractive and sustainable door-to-door-concepts.

Private and corporate travellers usually want traffic systems allowing them to travel from door to door as easy and flexible as possible. Every transport mode has its advantages and rail is hereby an attractive and sustainable backbone for the whole mobility system. Efficient co-operation between the different modes could lead to flexible and more sustainable door-to-door-concepts. Rail could offer barrier-free, affordable networks providing entire travel chains to people of all ages and groups when it is integrated in the mobility system. Rail travel from city to city yields more quality time, greater comfort and lower environmental impact compared to travelling by car.

Freight customers typically want transport systems allowing them to transport their goods from A to B as easy, reliable, and inexpensive as possible – barriers will not be accepted. Rail offers such transports to most freight customers especially on long distances and when integrated into a logistic network and infrastructure.

Report your contributions

"Door-to-door" freight and passenger services

Qualitative description

- Describe how you facilitate the co-operation between different modes for passenger mobility (park and ride/ parking places near the stations, bicycles, coordinated timetables between rail and public transport, delivering your luggage to your door while you, "mobility card" for rail & rental cars, intermodal route planning from door to door etc.).
- Describe the concepts you offer to integrate rail with connections to intermodal hub systems (rail/ trucks/container ships/planes) and what concepts you could offer to freight customers with no own railway siding (optional: possible provision of intermodal eco-information, e.g. with EcoTransIT).

B6 Rail involves its customers in developing target-group specific services.

The customers are at the heart of the railway system. They are the ones to experience and benefit from the rail services and they also know the product very well from their – often daily – use. It is therefore not only natural but essential that railway operators and infrastructure companies have to know their customers' needs and involves them in development of new services and improvement of existing services.

The main means for successful customer relationships are involvement and listening to the various aspects of customer needs combined with proactive approaches to implementing new and improved services.

Report your contributions

Rail customer relations

Qualitative description

- Determine your target-groups and describe how you involve your customers (or their representatives) in the continued service adaptation and development (e.g. customer advisory board, associations for elders/ disabled people, travel managers for business travels, dialogues of freight sales managers with their customers, cooperation with institutions which offer corresponding research results etc.).
- Describe how you adapt, improve and implement new rail service concepts for passengers and freight to be in line or ahead of actual user needs.

Reference indicators

GRI-PR5-add	Practices related to customer satisfaction, including results of surveys measuring customer satisfaction *(for rail: Please indicate what kind of independent reports/surveys exist and what the results are)*	GRI-G3-Guideline

Corporate Governance & Responsibility

We sustain the mobility and transport business through responsible leadership.

C1 Rail companies are committed to sustainability and sound corporate governance as a matter of course and create sustainable value for their stakeholders and shareholders.

As in most cases being formerly state-owned organisations, rail companies as public property have a long history of being responsible and sustainable actors in society. At present rail companies are again in the public eye as large employers and providers of large scale mobility services for the public. Sound corporate governance is therefore one of their inherent values.

In addition, rail companies are getting still more efficient and will continue to increase their productivity and adapt their products to the needs of the market – which is both direct customers and public transport authorities. The railway reforms of the last decades have started a process of renewed dynamics in railways all over the world which in turn have caused significant improvements of economic performance and efficiency and thereby increasing the value of tax payer's money.

Rail companies are now in general being run on transparent, commercial basis, most of them being sound businesses with a clear customer and bottom line focus which is an additional advantage for society besides the inherent qualities of rail as a transport mode. This means also that old debt is now being reduced and society is benefitting from introduction of both targeted passenger traffic contracts or tendering of mobility services as well as liberalized rail freight markets.

In an economy shaped to a large extent by globalization, domestic job chances and good educations are valued highly. Rail companies are often big and reliable purchasers of services and products produced in the surrounding economy, e.g. by contracting construction and maintenance work. Hence, rail companies usually contribute to the economic development and particularly to secure national jobs. Furthermore, rail usually has widespread locations in a lot of communities. Therefore, its indirect impacts are effective all over the country and region.

Report your contributions

Organizational profile and corporate governance

Reference indicators

GRI-1.1-core	Statement from the most senior decision maker of the organization (e.g., CEO, chair, or equivalent senior position) about the relevance of sustainability to the organization and its strategy.	GRI-G3-Guideline
GRI-1.2-core	Description of key impacts, risks, and opportunities related to sustainability	GRI-G3-Guideline
GRI-2.1 to 2.10-core	Organizational profile	GRI-G3-Guideline
GRI-4.1 to 4.13-core	Governance and commitments	GRI-G3-Guideline
GRI-SO5-core	Public policy positions and participation in public policy development and lobbying	GRI-G3-Guideline
UIC	Lines: Length of lines worked at the end of the year: Total, Lines not electrified, Electrified lines (Catenary supplied (AC current, DC current), Supplied by direct-current contact rail) [km]	UIC Statistics Indicators
UIC	Train movements on the network of the infrastructure manager/ Operator's train movements: All traction modes (total, of which Passenger trains, of which Freight trains), Diesel traction (total, of which Passenger trains, of which Freight trains), Electric traction(total, of which Passenger trains (total, of which HS (250 km/h and more)), of which Freight trains)	UIC Statistics Indicators

	total [thousand train-kilometres]	
UIC	Gross hauled tonne-kilometres of trains running on the network of the infrastructure manager/ Gross hauled tonne-kilometres of operator's trains: All traction modes (total, of which Passenger trains, of which Freight trains), Diesel traction (total, of which Passenger trains, of which Freight trains), Electric traction(total, of which Passenger trains (total, of which HS (250 km/h and more)), of which Freight trains) total [millions tonnes-kilometres]	UIC Statistics Indicators
UIC	Operator's rolling stock movements: Kilometres worked by the undertaking's tractive vehicles (All modes of traction (including steam), Diesel locomotives, Electric locomotives, Diesel railcars, Electric railcars) [thousand kilometres]	UIC Statistics Indicators
UIC	Level crossings: Active LC (Automatic LC: Total, User side warning, User side protection, User side warning and protection, User side warning & protection + rail side protection), Manual LC (Total, User side warning, User side protection, User side warning and protection), Passive LC	UIC Statistics Indicators
UIC	Tractive stock: Diesel locomotives (total, of which above1 500 kW), Electric locomotives (total, of which above 3 000 kW), Diesel railcars, Electric railcars	UIC Statistics Indicators
UIC	Passenger transport stock- Railway-owned vehicles (coaches, railcars and trailers) at end of year: Stock (total, coaches, railcars and trailers), of which RIC, air conditioned, dining cars, couchettes, sleeping cars; Number of places (seats, berths (couchettes, sleeping cars)	UIC Statistics Indicators
UIC	Revenue-earning passenger traffic on the national territory: Total, Rail traffic (Season ticket holders, International traffic, Domestic traffic), Road traffic, Shipping services [Passengers in thousands]	UIC Statistics Indicators
UIC	Passenger traffic of the railway operators [PKm]: Total traffic (of which domestic, of which international), Traffic realised on the national territory(of which domestic, of which international), Traffic realised outside the national territory(of which domestic, of which international)	UIC Statistics Indicators
UIC	Revenue-earning Wagonload Traffic on the national territory: – Wagons loaded (total, of which loaded in the country) [Number of wagons loaded] – Tonnes carried (Full wagonloads (loaded; total, of which privately-owned wagons), Empty private-owners' wagons [in thousands] – Tonne-kilometres (Full wagonloads (loaded; total, of which privately-owned wagons), Empty private-owners' wagons [in millions] – Mean distance run by a tonne [km] – Loaded and empty intermodal traffic (ITU carried, Wagons loaded with ITU, Tonnes carried [in thousands], Tonne-kilometres [in millions]) – Tonnes (Total traffic, of which Domestic Traffic, of which International Traffic (Export, Import, Transit) [thousands tonnes] – Tkm (Total traffic, of which Domestic Traffic, of which International Traffic (Export, Import, Transit) [millions Tonne-kilometres]	UIC Statistics Indicators
UIC	Revenue-earning Wagonload Traffic on the national territory by NST-2007 category: 01: Products of agriculture, hunting, and forestry; fish and other fishing products , 02: Coal and lignite; crude petroleum and natural gas, 03: Metal ores and other mining and quarrying products; peat; uranium and thorium , 04: Food products, beverages and tobacco , 06: Wood and products of wood and cork (except furniture); pulp, paper and paper products; etc. Full description in explanatory notes , 07: Coke and refined petroleum products, 08: Chemicals, chemical products, and man-made fibres; rubber and plastic products; nuclear fuel , 09: Other non-metallic mineral products , 10: Basic metals; fabricated metal products, except machinery and equipment , 12: Transport equipment , 14: Secondary raw materials; municipal wastes and other wastes, Other goods NST classes 5, 11, 13, 15 to 20, 01: Products of agriculture, hunting, and forestry; fish and other fishing products , 02: Coal and lignite; crude petroleum and natural gas, 03: Metal ores and other mining and quarrying products; peat; uranium and thorium , 04: Food products, beverages and tobacco , 06: Wood and products of wood and cork (except furniture); pulp, paper and paper products; etc. Full description in explanatory notes , 07: Coke and refined petroleum products, 08: Chemicals, chemical products, and man-made fibres; rubber and plastic products; nuclear fuel , 09: Other non-metallic mineral products , 10: Basic metals; fabricated metal products, except machinery and equipment , 12: Transport equipment , 14: Secondary raw materials; municipal wastes and other wastes, Other goods NST classes 5, 11, 13, 15 to 20 [thousands tonnes]	UIC Statistics Indicators
UIC	Intermodal rail traffic on the national territory - Loaded and Empty Intermodal Units: Domestic traffic, Export, Import, International transit (each item broken down by divided into: ITU carried [units], Wagons loaded with ITU [units], tonnes carried [thousands tonnes], tkm [millions tkm])	UIC Statistics Indicators
UIC	Freight traffic of the railway operators - TKm: Total traffic (of which domestic, of which international), Traffic realised on the national	UIC Statistics Indicators

	territory(of which domestic, of which international), Traffic realised outside the national territory(of which domestic, of which international)	

Economic contribution of rail

Reference indicators

UIC	Balance sheet [in millions Euros]: – Assets - Fixed assets: Intangible fixed assets, tangible fixed assets (Land and buildings/ plant, machinery, equipment and furniture/ transport stock, advance payments and fixed assets in construction), long-term Financial assets – Assets - Assets in circulation: Inventories, Operating receivables (Repayable within one year, Repayable after one year), Short-term financial assets, Cash at bank and in hand – Assets - Deferred expenses and accrued income – Equity And Liabilities - Equity capital and investment grants: Share capital, Reserves, Profit or loss brought forward, Profit or loss for the financial year, Investment grants, Provisions – Equity And Liabilities - Financial liabilities (Repayable within one year, Repayable after one year), Equity And Liabilities - Operating liabilities (Repayable within one year, Repayable after one year) – Equity And Liabilities - Treasury debts, Accrued expenses and deferred income	UIC Statistics Indicators
UIC	Specific costs and revenue, Operating and general results for the financial year [in millions Euros]: – Specific costs: Purchases of material and external services (Raw materials and consumables, External charges), Staff costs (Salaries and wages, Social security costs), Taxes, Depreciation and amortisation, Other operating expenses, value adjustments and provision for contingencies – Specific receipts: Passenger Traffic Turnover (O.R.), Freight Traffic Turnover (O.R.), Infrastructure Turnover (O.R.), Other turnover (O.R.), Contributions from public budgets not included in the turnover, Variation in stocks and contracts in progress, Other operating income, recovery of provisions and gains on value adjustments, Fixed assets own construction – Results: EBITDA, Operating result, Financial result, Extraordinary result, Recovery of tax provisions and corporate tax	UIC Statistics Indicators
UIC	Operating and general results of fundamental activities: – Railway infrastructure: Income (Turnover, of which received infrastructure levies, Other operating income), Operating expenses, Financial result, Extraordinary result – Railway passenger traffic: Income (Turnover, Other operating income), Charges (Operating expenses, of which paid infrastructure levies), Financial result, Extraordinary result – Railway freight traffic: Income (Turnover, Other operating income), Charges (Operating expenses, of which paid infrastructure levies), Financial result, Extraordinary result	UIC Statistics Indicators
GRI-EC1-core	Economic value generated and distributed, including revenues, operating costs, employee compensation, donations and other community investments, retained earnings, and payments to capital providers and governments	GRI-G3-Guideline
GRI-EC1/L&T	Gross and net sales and explanation of the difference between the two (e.g., payments made to capacity providers, taxes and/ or duties collected on behalf of the government/s, etc.).	GRI-Sector Supplement L&T
UIC	Contributions from the State and public authorities: Passenger sector, Freight sector, Infrastructure sector, Staff sector, Other sectors [in millions EUR]	UIC Statistics Indicators
UIC	Investment [in millions EUR]: – Railway investment: Infrastructure sector, Passenger sector (total, of which Rolling stock) , Freight sector (total, of which Rolling stock), Other transport sectors – Other investment	UIC Statistics Indicators

GRI-EC4-core	Significant financial assistance received from government	GRI-G3-Guideline
GRI-EC8-core	Development and impact of infrastructure investments and services provided primarily for public benefit through commercial, in-kind, or pro bono engagement	GRI-G3-Guideline

Indirect economic impacts of rail companies

Qualitative description

- Describe how you secure jobs and if possible state amount of additional jobs in your country secured by your company as a purchaser

Reference indicators

GRI-EC9-add	Understanding and describing significant indirect economic impacts, including the extent of impacts.	GRI-G3-Guideline
GRI-EC6-core	Policy, practices, and proportion of spending on locally-based suppliers at significant locations of operation.	GRI-G3-Guideline
GRI-SO1-core	Programs to manage impacts of operations on communities	GRI-G3-Guideline

C2 Rail companies are committed to being responsible and attractive employers.

The rail sector provides many people with jobs in their home countries and offers a future for young people by providing educations in a future-proven transport branch. Rail companies are offering "green" jobs and provide attractive working areas when it comes to health, safety, diversity and equal opportunity. Rail companies will uphold the elimination of discrimination in respect of employment and occupation. Rail companies will provide fair working conditions, appropriate training of staff and even solutions for demographic changes (e.g. ageing of the expertise, securing junior staff, passing on the knowledge, lifelong learning, maintain health).

Report your contributions

Rail as responsible employer

Reference indicators

UIC	Staff per activity - Mean annual railway staff strength (full time equivalents): Infrastructure (total, of which traffic management), Operation (Railway (Total, of which train drivers, of which train staff), Road and sea / waterways, other	UIC Statistics Indicators
UIC	Total number of hours actually worked (thousands)	UIC Statistics Indicators
UIC	Percentage of unavailability due to sickness and injury	UIC Statistics Indicators
UIC	Staff structure per age and gender (Total, men, women, < 30 years, 30 - 39 years, , 40 - 49 years, 50 - 59 years, >= 60 years, (each total, men, women))	UIC Statistics Indicators
UIC	Staff movements (Arrivals, Departures)	UIC Statistics Indicators
UIC	Staff seniority: Years spent in the company (less than 5 years, between 5 and 10 years, between 10 and 20 years, between 20 and 30 years, more than 30 year)	UIC Statistics Indicators
GRI-LA1-core	Total workforce by employment type, employment contract, and region	GRI-G3-Guideline
GRI-LA2-core	Total number and rate of employee turnover by age group, gender, and region	GRI-G3-Guideline
GRI-LA3-add	Benefits provided to full-time employees	GRI-G3-Guideline
GRI-LA4-core	Percentage of employees covered by collective bargaining agreements	GRI-G3-Guideline
GRI-LA5-core	Minimum notice period(s) regarding significant operational changes, including whether it is specified in collective agreements	GRI-G3-Guideline
GRI-LA6-add	Percentage of total workforce represented in formal joint management-worker health and safety committees	GRI-G3-Guideline
GRI-LA7-core	Injuries, absentee rate and fatalities, *for rail: especially relevant*	GRI-G3-Guideline
GRI-LA8-core	Education, training, counselling, prevention, and risk-control programs in place to assist workforce members, their families, or community members	GRI-G3-Guideline

	regarding serious diseases	
GRI-LA9-add	Health and safety topics covered in formal agreements with trade unions	GRI-G3-Guideline
GRI-LA10-core	Average hours of training per year per employee by employee category	GRI-G3-Guideline
GRI-LA11-add	Programs for skills management and lifelong learning	GRI-G3-Guideline
GRI-LA12-add	Percentage of employees receiving regular performance and career development reviews	GRI-G3-Guideline
GRI-LA13-core	Composition of governance bodies and breakdown of employees per category according to gender, age group, minority group membership, and other indicators of diversity (additional remark for rail: Composition of executive positions, breakdown by gender [%])	GRI-G3-Guideline
UIC-SIR-17	Programs for supporting a good work-life balance	**new** (UIC Sustainability Indicators Rail)
GRI-LA14-core	Ratio of basic salary of men to women by employee category	GRI-G3-Guideline
GRI-EC3-core	Coverage of the organization's defined benefit plan obligations.	GRI-G3-Guideline
GRI-EC5-add	Range of ratios of standard entry level wage compared to local minimum wage at significant locations of operation.	GRI-G3-Guideline
GRI-EC7-core	Procedures for local hiring and proportion of senior management hired from the local community at locations of significant operation.	GRI-G3-Guideline
GRI-LT9	Working hours and rest time for mobile personnel	GRI-Sector Supplement L&T
GRI-LT11	Programs regarding substance abuse	GRI-Sector Supplement L&T
UIC-SIR-18	Presence of a Code of Conduct for all employees	***new*** (UIC Sustainability Indicators Rail)
UIC-SIR-19	Program to encourage employees for participating in voluntary work (e. g. special company leave)	***new*** (UIC Sustainability Indicators Rail)

C3 Rail companies maintain high levels of safety and security by comprehensive management.

The rail system has inherent safety advantages but the high standards are also due to the application of high technical standards, comprehensive management and the maintenance of standard working hours, driver shifts and rest phases among railway staff. In order to operate European railway companies need a safety permit according the EU directive. Railway companies have established and continuously monitor their own safety and security performance through professional management systems aiming to prevent accidents related to train circulation and all occupational activities in the company. Also security issues are monitored and handled in this way in order to increase security at stations and in all aspects of rail operations.

Report your contributions

Safety and security management

Reference indicators

GRI-PR1-core	Life cycle stages in which health and safety impacts of products and services are assessed for improvement, and percentage of significant products and services categories subject to such procedures.	GRI-G3-Guideline
GRI-PR9-core	Monetary value of significant fines for noncompliance with laws and regulations concerning the provision and use of products and services.	GRI-G3-Guideline
LA10/L&T	Number of hours for transportation safety training (only for freight transport)	GRI-Sector Supplement L&T
GRI-EN24-add	Weight of transported waste deemed hazardous under the terms of the Basel Convention Annex I, II, III, and VIII, and percentage of transported waste shipped internationally.	GRI-G3-Guideline
GRI-PR8-add	Total number of substantiated complaints regarding breaches of customer privacy and losses of customer data.	GRI-G3-Guideline
UIC-SIR-20	**Core Indicator (All): Description of the Safety and Security Management**	***new*** (UIC Sustainability Indicators Rail)
UIC-SIR-21	Verification of the safety management by an external auditor	***new*** (UIC Sustainability Indicators Rail)

C4 Rail companies apply precautionary approaches to environmental challenges and support initiatives, projects and new technologies for further improved environmental performance.

Rail companies support a precautionary approach to environmental challenges in the rail sector, especially concerning resource efficiency and reduction of external impacts. This means in practice to develop targets and action plans for climate protection, energy efficiency, and air pollution as well as for noise & vibration and resource use. Rail will reduce its CO_2-emissions, energy consumption, air pollution, noise emissions and the use of resources further by continuously measuring and monitoring its performance. This will include life cycle assessment in the procurement of products and materials, especially concerning rolling stock.

Railway companies undertake initiatives to promote greater environmental responsibility and encourage the development and diffusion of environmentally friendly technologies, especially for energy efficiency and noise reduction in co-operation with universities, research institutes, the railway industry and relevant railway suppliers.

These initiatives include among others developing new, better, advanced solutions especially for the noise situation and preparing for climate change adaption: People become increasingly sensitive to noise. Reduced noise emissions turns into a prerequisite for being allowed to operate (especially at night when neighbour sensitivity is high). At the same time climate change presents a future risk to reliability. Experts warn that severe weather incidents could become much more frequent and this increases risk for damages to railway infrastructure. Network operators therefore need more ambitious investment programs, for example to strengthen earthworks, improve drainage and cut trees. These adaptation activities due to climate change are already starting today in the rail sector.

Report your contributions

Precautionary principle for environmental issues

Qualitative description

- Describe your environmental management system: objectives, targets, messages, measures and results (management regarding energy efficiency, air pollution reduction, noise, waste etc.).
- Describe your environmental standards and requirements also for main suppliers.

Reference indicators

UN-GC-7	Businesses should support a precautionary approach to environmental challenges	UN Global Compact
UN-GC-8	Businesses should undertake initiatives to promote greater environmental responsibility.	UN Global Compact
GRI-4.11-core	Implementation of a precautionary approach / whether and how approach is addressed	GRI-G3-Guideline
GRI-EN26-core	Initiatives to mitigate environmental impacts of products and services, and extent of impact mitigation	GRI-G3-Guideline
GRI-LT3	Programs to manage environmental impacts	GRI-Sector Supplement L&T
GRI-LT8	Environmental impacts of infrastructure assets and real estate	GRI-Sector Supplement L&T
GRI-EN30-add	Environmental protection expenditures	GRI-G3-Guideline
UIC-SIR-22	**Core Indicator (All): Implementation of pre-cautionary principle**	***new*** (UIC Sustainability Indicators Rail)
GRI-EN28-core	Monetary value of significant fines and total number of non-monetary sanctions for non-compliance with environmental laws and regulations	GRI-G3-Guideline

Specific impacts and their management

Reference indicators

GRI-LT2	Fleet structure (total number by engine type, fuel consumption, average fuel consumption and total freight distance travelled, total fuel/energy consumed, total freight volume transported)	GRI-Sector Supplement L&T
GRI-EN18-add	Initiatives to reduce greenhouse gas emissions and outcomes	GRI-G3-Guideline
GRI-LT4	Initiatives for renewable energy sources and energy efficiency	GRI-Sector Supplement L&T
UIC-ENV-2.1	Share of renewable electric energy of total energy consumption [%]	UIC Leaflet 330 Environmental Indicators

UIC-ENV-2.2	Share of bio-fuels as part of diesel fuel [%]	UIC Leaflet 330 Environmental Indicators
UIC-SIR-23	Share of drivers trained in energy-saving operation [%]	***new*** (UIC Sustainability Indicators Rail)
UIC-SIR-24-opt	Percentage of biodegradable items used in trains (napkins, cups, plates).	***new*** optional (UIC Sustainability Indicators Rail)
UIC-SIR-25-opt	Percentage of work wear that is produced under fair conditions (bears the Fair Trade Mark) and made from e.g. organic cotton.	***new*** optional (UIC Sustainability Indicators Rail)
UIC-SIR-26-opt	Percentage of food and drink offered on board of trains that was produced locally and/or is from organic sources.	***new*** optional (UIC Sustainability Indicators Rail)
GRI-EN13-add	Habitats protected or restored	GRI-G3-Guideline
GRI-EN14-add	Strategies, current actions, and future plans for managing impacts on biodiversity	GRI-G3-Guideline
GRI-EN15-add	Number of IUCN Red List species and national conservation list species with habitats in areas affected by operations, by level of extinction risk	GRI-G3-Guideline
GRI-EN1-core	Materials used, *for rail: fleet (number of vehicles by type) and materials by weight or volume for maintaining the rail infrastructure (ties, rails and track ballast)*	GRI-G3-Guideline
GRI-EN2-core	Percentage of materials used that are recycled input materials, *for rail: re-use of/ retrofit of vehicles and reuse/ recycling of materials for maintaining the rail infrastructure (ties, rails and track ballast)*	GRI-G3-Guideline
GRI-EN27-add	Percentage of products sold with packaging materials that are reclaimed, *for rail: seems only relevant for on-board sales (gastronomy, glass, PET etc.)*	GRI-G3-Guideline
GRI-EN8-core	Total water withdrawal by source	GRI-G3-Guideline
GRI-EN9-add	Water sources significantly affected by withdrawal of water.	GRI-G3-Guideline
GRI-EN10-add	Percentage and total volume of water recycled and reused.	GRI-G3-Guideline
GRI-EN21-core	Total water discharge by quality and destination	GRI-G3-Guideline
GRI-EN25-add	Bodies of water and natural habitats affected by waste water discharges	GRI-G3-Guideline
GRI-EN22-core	Total weight of waste by type and disposal method	GRI-G3-Guideline
GRI-EN29-add	Significant environmental impacts of transporting products and other goods and materials used for the organization's operations, and transporting members of the workforce	GRI-G3-Guideline

Environmental performance improvement - initiatives, projects and new technologies

Reference indicators

GRI-EN5-add	Energy saved due to conservation and efficiency improvements	GRI-G3-Guideline
GRI-EN6-add	Initiatives to provide energy-efficient or renewable energy-based products and services, and reductions in energy requirements as a result of these initiatives.	GRI-G3-Guideline
GRI-EN7-add	Initiatives to reduce indirect energy consumption and reductions achieved.	GRI-G3-Guideline
UN-GC-9	Businesses should encourage the development and diffusion of environmentally friendly technologies.	UN Global Compact
GRI-EC2-core	Financial implications due to climate change	GRI-G3-Guideline
GRI-LT7	Programs for noise management/ abatement	GRI-Sector Supplement L&T
UIC-ENV-5.1	Proportion of low noise freight/ passenger rolling stock [%]	UIC Leaflet 330 Environmental Indicators

C5 Rail companies support and respect internationally accepted ethical standards, also in their supply chains and will work against corruption in all its forms, including extortion and bribery.

Rail companies will support and respect the protection of internationally proclaimed human rights and make sure that they are not complicit in human rights abuses. They will uphold the freedom of association, the elimination of all forms of forced and compulsory labour and the effective abolition of

child labour. Rail companies will not only do so in their own companies, but also enforce these standards on their main suppliers of production equipment, resources and services.

Efforts to manage reputational risks arising from corrupt practices by employees or business partners require a management system that has supporting procedures in place. Rail companies acknowledge and support working along high ethical standards especially when it comes to corruption, extortion and bribery. Risk analysis is an important and necessary management approach that helps to assess the potential for incidents of corruption within the organization.

Report your contributions

Ethical Issues - Human Rights

Reference indicators

GRI-HR1-core	Percentage and total number of significant investment agreements that include human rights clauses or that have undergone human rights screening [%]	GRI-G3-Guideline
GRI-HR2-core	Percentage of significant suppliers and contractors that have undergone screening on human rights and actions taken [%]	GRI-G3-Guideline
GRI-HR3-add	Hours of employee training in human right aspects	GRI-G3-Guideline
GRI-HR4-core	Total number of incidents of discrimination and actions taken [quantity]	GRI-G3-Guideline
GRI-HR5-core	Operations identified in which the right to exercise freedom of association and collective bargaining may be at significant risk, and actions taken to support these rights [quantity]	GRI-G3-Guideline
GRI-HR6-core	Operations identified as having significant risk for incidents of child labour, and measures taken to contribute to the elimination of child labour [quantity]	GRI-G3-Guideline
GRI-HR7-core	Operations identified as having significant risk for incidents of forced or compulsory labour, and measures to contribute to the elimination of forced or compulsory labour [quantity]	GRI-G3-Guideline
GRI-HR8-add	Security personnel trained in human rights aspects [quantity]	GRI-G3-Guideline
GRI-HR9-add	Incidents of violations involving rights of indigenous people [quantity]	GRI-G3-Guideline
UN-GC-1	Businesses should support and respect the protection of internationally proclaimed human rights.	UN Global Compact
UN-GC-2	Businesses make sure that they are not complicit in human rights abuses.	UN Global Compact
UN-GC-3	Businesses should uphold the freedom of association and the effective recognition of the right to collective bargaining.	UN Global Compact
UN-GC-4	Businesses should the elimination of all forms of forced and compulsory labour.	UN Global Compact
UN-GC-5	Businesses should the effective abolition of child labour.	UN Global Compact
UN-GC-6	Businesses should the elimination of discrimination in respect of employment and occupation	UN Global Compact
GRI-PR6-core	Programs for adherence to laws, standards, and voluntary codes related to marketing communications, including advertising, promotion, and sponsorship.	GRI-G3-Guideline
GRI-PR7-add	Total number of incidents of non-compliance with regulations and voluntary codes concerning marketing communications, including advertising, promotion, and sponsorship by type of outcomes.	GRI-G3-Guideline

Against Corruption, Extortion and Bribery

Qualitative description

- Describe where your biggest risks for corruption are most likely to occur, e.g. in connection with construction works and procurement projects (due to large amounts of investments).

Reference indicators

GRI-SO2-core	Percentage and total number of business units analyzed for risks related to corruption [%]	GRI-G3-Guideline
GRI-SO3-core	Percentage of employees trained in organization's anti-corruption policies and procedures	GRI-G3-Guideline
GRI-SO4-core	Actions taken in response to incidents of corruption	GRI-G3-Guideline
GRI-SO6-add	Total value of financial and in-kind contributions to political parties, politicians, and related institutions by country.	GRI-G3-Guideline
GRI-SO7-add	Total number of legal actions for anticompetitive behavior, anti-trust, and monopoly practices and their outcomes.	GRI-G3-Guideline
GRI-SO8-core	Monetary value of significant fines and total number of non-monetary sanctions for noncompliance with laws and regulations.	GRI-G3-Guideline
UN-GC-10	Businesses should work against corruption in all its forms, including extortion and bribery.	UN Global Compact

C6 Rail companies maintain dialogues with their various stakeholders and report transparently about their sustainability performance.

Especially railways have a wide spectrum of stakeholders due to their crucial function for society and their presence all over the country/ region: customers, politicians/ government/ agencies, NGOs, media, habitants etc. These stakeholders have various expectations against the rail companies and can significantly affect the ability of the rail company to successfully implement its strategies and achieve its objectives. In order to meet the expectations of customers and to keep the "license-to-operate" for a positive outcome of railway operations, it is important to establish and maintain effective dialogues with all stakeholder groups.

Regular reporting is crucial for railway companies as part of their commitment to transparency and dialogue and in order to document their performance and progress in a comprehensive way. Therefore, rail companies should publish periodically and transparently about their sustainability performance. The challenge for rail companies is to satisfy the specific information expectations of their wide spectrum of stakeholders with their sustainability reports.

Report your contributions

Stakeholder dialogue

Reference indicators

GRI-4.14-core	Stakeholder groups engaged by the organization	GRI-G3-Guideline
GRI-4.15-core	Basis for identification and selection of stakeholders	GRI-G3-Guideline
GRI-4.16-core	Type and frequency of stakeholder engagement *(additional remark for rail: number of Alliances with one or more key stakeholders, for example with World Wildlife Fund)*	GRI-G3-Guideline
GRI-4.17-core	Key concerns raised through stakeholder engagement and corporate response	GRI-G3-Guideline

Reporting

Reference indicators

GRI-3.1-core	Reporting period	GRI-G3-Guideline
GRI-3.2-core	Date of most recent previous report	GRI-G3-Guideline
GRI-3.3-core	Reporting cycle	GRI-G3-Guideline
GRI-3.4-core	Contact point for questions regarding the report	GRI-G3-Guideline
GRI-3.5-core	Process for defining report content	GRI-G3-Guideline
GRI-3.6-core	Boundary of the report	GRI-G3-Guideline

GRI-3.7-core	Limitations on the scope of the report	GRI-G3-Guideline
GRI-3.8-core	Basis for reporting on joint ventures, subsidiaries, etc.	GRI-G3-Guideline
GRI-3.9-core	Data measurement techniques and the bases of calculations	GRI-G3-Guideline
GRI-3.10-core	Restatements of information compared to earlier reports	GRI-G3-Guideline
GRI-3.11-core	Changes from previous reporting in scope, boundary or measurement methods	GRI-G3-Guideline
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List of reference documents

- **GRI-G3-Guideline**: The Global Reporting Initiative (GRI) produces one of the world's most prevalent standards for sustainability reporting guidelines. Sustainability reporting is a form of value reporting where an organization publicly communicates their economic, environmental, and social performance. GRI seeks to make sustainability reporting by all organizations as routine as and comparable to financial reporting. The GRI-G3-Guideline is the current version from 2006, divided into core indicators and additional indicators (the latter are marked in grey in this guideline document here). Core indicators are relevant to most reporting organizations and of interest to most stakeholders, they should be considered for reporting unless deemed not material. Additional indicators can be looked upon as optional but should be considered if relevant for specific rail stakeholders (e.g. like EN13 and EN14).
  http://www.globalreporting.org/ReportingFramework/ReportingFrameworkDownloads/
- **GRI-Sector Supplement L&T** is the GRI-Logistics and Transportation Sector Supplement and therefore only relevant for rail freight operators. For the unique needs of transport and logistics companies for sustainability reporting, above and beyond those addressed by the existing G3 Guidelines, this sector supplement was developed by a multi-stakeholder working group co-convened by the GRI and the Logistics and Transportation Corporate Citizenship Initiative (L&TCCI) of the World Economic Forum. At present this Sector Supplement is available as a Pilot version. The intention of the Logistics and Transportation Sector Supplement was to address the key sustainability issues for this sector. However, it seems not to address these issues for rail freight companies properly yet. Therefore, additional indicators are needed.
  http://www.globalreporting.org/ReportingFramework/SectorSupplements/LogisticsAndTransportation/
- **UN Global Compact**: The United Nations Global Compact (UNGC) is a strategic policy initiative to encourage businesses worldwide to adopt sustainable and socially responsible policies based on ten universally accepted principles in the areas of human rights, labour, environment and anti-corruption. Any company joining the initiative is expected (amongst other things) to integrate in its annual report (or in a similar public document, such as a sustainability report) a description of the ways in which it implements the principles and supports broader development objectives (also known as the Communication on Progress (COP)). For this purpose, UNGC and GRI formed a strategic alliance and published a guide which shows how UNGC participants can use the G3 Guidelines to fulfil their commitment to the UNGC by reporting on their progress implementing the 10 principles.
  http://www.unglobalcompact.org/docs/communication_on_progress/Tools_and_Publications/UNGC_PRINCIPLES_AND_the_GRI_G3.pdf
- **UIC-ENV - UIC Leaflet Environmental Indicators**: is the UIC Leaflet 330 "Railway-specific environmental performance indicators".
- **UIC Sustainability Indicators Rail (UIC-SIR):** For addressing the specific sustainability issues of rail properly, additional indicators are needed as a supplement to the provided indicators above. These new sustainability indicators for rail are provided by this guideline.

Descriptions of new indicators (UIC-SIR)

Indicators for the specific presentation of sustainable mobility and transport by rail indicators

The following description of specific indicators shows you in detail how to report on them. There are also explanations how you can report as a passenger operator, a freight operator or as an infrastructure company on the single indicators (or if they are not relevant).

UIC-SIR-1 Decoupling CO_2 emissions from transport performance [%]

1. **Relevance**

   The expected transport growth poses a challenge for politics, citizens and industries. Increasing traffic volume is a general trigger for increasing CO_2 emissions. Rail has hereby an overall advantage due to its comparatively low negative environmental impacts. It is the only means of transport with which the important decoupling of CO_2 emissions from transport growth is possible. This indicator demonstrates this advantage and significance of rail transport. Furthermore it shows the achievements your company made in saving energy and therefore decreasing CO_2 emissions in the last years.

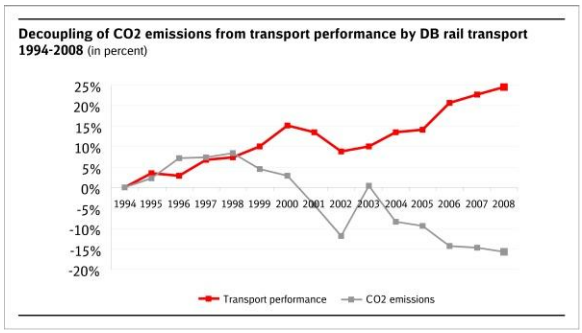
2. **Definitions**

- Decoupling: Breaking the link between transport growth and CO2 emissions. Decoupling occurs when the growth rate of CO2 emissions is less than its driving force, the transport growth.
- Transport performance: Total tonnes-km (tkm) and passenger-km (pkm) on the national network. See also chapter 6 / UIC Leaflet 330 for more explanations.
- Energy saved: see GRI EN 5
- Direct emissions: see GRI EN 16
- Indirect emissions: see GRI EN 16

3. **Compilation**

- Emissions resulting from direct and indirect energy use can be calculated from the data reported in GRI EN 3 and EN 4.
- Demonstrate both the development of CO_2 emissions and rail transport performance in each case in percent.
- Report a time period of 3 years or more to show changes over time.

4. **Examples, Good Practice**



...

DB Sustainability Report:
http://www.deutschebahn.com/site/nachhaltigkeitsbericht__2009/en/our__products/sustainable__transportation/product__strategy/product__strategy.html

UIC-SIR-2 Avoided CO_2 emissions, otherwise emitted by mainly cars and trucks, in some cases also airplanes and inland navigation

1. **Relevance**

   Rail takes the burden off the roads and the environment. Passengers travelling by trains reduce the number of cars and planes. Goods transported by rail reduce the number of trucks and lorries. This indicator shows the importance of rail for the environment and the ambitious climate goals by decreasing respectively avoiding emissions when using the train.

2. **Definitions**

   Average CO_2 emissions per car and truck should be taken from the methodology reports of EcoTransIT and EcoPassenger, as defined by IFEU (e.g. 70 g CO_2/tkm for EURO4 for trucks, average cargo type).

3. **Compilation**

- For the avoided CO_2 emissions in passenger transport: Multiply the transport performance of cars in your region/ country [pkm/a] with the difference between the average CO_2 factor of cars in your region/ country and the average CO_2 factor of your passenger railway operation [CO_2/pkm].
- For the avoided CO_2 emissions in freight transport: Multiply the transport performance of trucks in your region/ country [tkm/a] with the difference between the average CO_2 factor of 40t-trucks in your region/ country and the average CO_2 factor of your freight railway operation [CO_2/tkm].

Please note:

- Identify the specific CO_2 emissions resulting from passenger traffic (road, aviation and rail) and from freight traffic (road, inland waterway, aviation and rail) from your company as well as your national statistical office in t CO_2/pkm resp. t CO_2/tkm.
- Identify the transport performance of your trains in pkm and tkm.
- Put the data in the following equation (valid for comparison between rail and road only): Δ CO_2 emissions (avoided traffic on road) = (specific CO_2 emissions (road in g/pkm or g/tkm – rail in g/pkm or g/tkm) * total pkm/tkm (rail).

4. **Examples, Good Practice**

   None at present, will be completed with input from the UIC SMT expert group.

UIC-SIR-3 Number of avoided cars and trucks on roads, and of flight departures where relevant

1. **Relevance**

   Rail relieves roads from cars and trucks. With this indicator you can show in an easy way how the burden on the road will increase if rail would not exist.

2. **Definitions**

   Take the total transported passengers or tonnes of goods on the rail network (or specific parts of it) measured per year or per day and divide by the normal load factor of one car (for passenger) or one lorry (for freight) and the number of avoided cars and lorries. Where relevant, one can also use the similar load factor of one defined aircraft (for passenger high speed rail on specific and relevant routes only) to calculate the avoided flight departures.

3. **Compilation**

- Convert your transport performance on passenger trains [passengers/year] with the average load factor of one car [passengers/car] in your country/ region into the number of avoided cars.
- Convert your transport performance on freight trains [tonnes/year] with the average load factor of one 40t-truck [tonnes/truck] in your country/ region into the number of avoided trucks.
- Convert your transport performance on passenger high speed trains on relevant routes only [passengers/year] with the average load factor of one specified aircraft [passengers/aircraft] in your country / region into the number of avoided cars.

4. **Examples, Good Practice**

   None at present, will be completed with input from the UIC SMT expert group.

UIC-SIR-4 Market share of rail in your country or region

1. **Relevance**

   Rail transport has many competitors like private car driving, trucking, aviation, inland navigation that operate in the same country or region. This indicator demonstrates the performance of rail compared to competitive modes of transport mode in your selected transport markets (markets could be segments like suburban, high speed, passenger and freight or exact lines or corridors). This indicator does not mean the market share of one single rail company compared to other railway companies.

2. **Definitions**

- Market share: Share of transport performance of the rail mode compared to the shares of other transport modes in the same transport market (segments or corridors).
- The difference to modal split is mainly the possibility for defining your market segment(s) in a quite free way while the modal split scope is usually linked to politically defined countries and regions - and you can also compare turnover of as well of tkm/pkm (and market share never includes the non-motorised traffic) Source: company departments and possible national studies.
- Possible scope and use of defined corridors, urban agglomerations etc. have to be defined by each company.
- Sources could be statistics, national or company studies etc.

3. **Compilation**

- Each rail company has to define its own market for its various products. Possible scope and use of defined corridors, urban agglomerations etc. have to be defined by each company
- It is recommended to compile data from regional or national statistical offices as well as national or company studies regarding the relevant transport performance in pkm/tkm of competitors. Calculate the share of rail in the different above mentioned markets in pkm/tkm respectively in percent.

4. **Examples, Good Practice**

None at present, will be completed with input from the UIC SMT expert group.

UIC-SIR-5 Modal split in your country or region (rail, road, air, inland waterways)

1. **Relevance**

In European politics as well as in many Member States it is a declared goal to shift transport from road to rail and thereby achieve climate goals by a better modal split. This indicator is relevant to demonstrate the actual split of transport performance of each relevant transport mode in your country or region. This is critical information for developing and adapting a sustainable transport policy.

Comparison of different transport modes is often motivated by political reasons, e.g. for national/ regional mobility strategies and goals, therefore this can also include non-motorised traffic like bicycles and pedestrians, source: statistical data of country/ region.

2. **Definitions**

- Modal split: Breakdown and share of transport performance in pkm or tkm in your country/ region of the different transport means (train, car, plane, bus, lorries, inland waterways etc.).
- The main difference from market share is that modal split is a comparison of the aggregated “production values” of all transport modes on a regional or national basis.

3. **Compilation**

Report the modal split by using available statistical data in your country.

4. **Examples, Good Practice**

None at present, will be completed with input from the UIC SMT expert group.

UIC-SIR-6 Significant accidents: Number of significant railway accidents [per train-km]

1. **Relevance**

Rail is regarded as one of the safest transport means. Far fewer accidents are caused by rail than by road. An excellent safety performance should therefore be one of the key responsibilities of every rail company to maintain and further improve this advantage against other transport modes. This indicator conduces to a comparison between the different transport modes regarding its safety for passengers and freight transport. This indicator will also show whether a good safety management maintains the high level of safety on the rail resp. is resulting in fewer accidents. Please report over 3 years or more where possible to show changes over time.

2. **Definitions**

- Significant accident[1]: Any accident involving at least one rail vehicle in motion, resulting in at least one killed or seriously injured person, or in significant damage to stock, track, other installations or environment, or extensive disruptions to traffic. Accidents in work-shops, warehouses and depots as well as suicides and attempted suicides are excluded.
- 'Significant damage to stock, track, other installations or environment' means damage that is equivalent to euro 150.000 or more.[1]
- 'extensive disruption to traffic' means that train services on a main railway line are suspended for six hours or more.[1]
- Please be aware that the definitions are not aligned between the different modes of transport. This means that any comparison should be handled with care in terms of drawing robust conclusions.

3. **Compilation**

- Report the same data you report also to UIC Safety Database which is also in line with EU regulations "European Railway Agency, Regulation EC N° 91/20003" and "European Railway Agency, Safety Performance 2009, Directive 2004/49/EC".
- Report the national statistical data regarding road/ air and ship accidents. Please consider that the data refers to national territory.

4. **Examples, Good Practice**

None at present, will be completed with input from the UIC SMT expert group.

UIC-SIR-7 Significant accidents: Fatalities (killed person) and serious injured divided into passengers, staff and third parties [per train-km]

1. **Relevance**

Fatalities are rare on rail tracks compared to road but they happen. Accidents can happen as serious accidents as indicated above (collisions or derailments) but also at level crossings caused by third parties, which build the main group of fatalities.

2. **Definition**

- 'Fatality (killed person)' means any person killed immediately or dying within 30 days as a result of an accident, excluding suicides.[1]
- 'Serious injuries (seriously injured person)' means any person injured who was hospitalised for more than 24 hours as a result of an accident, excluding attempted suicides.[1]

3. **Compilation**

Please report the same data you report also to UIC Safety Database.

4. **Examples, Good Practice**

None at present, will be completed with input from the UIC SMT expert group.

UIC-SIR-8 Accidents involving the transport of dangerous goods [per train-km]

1. **Relevance**

The transport of dangerous goods such as toxic, flammable or explosive freight requires the highest standards of responsibility and safety. Rail can fulfil these requirements, because it is the safest land transport mode. Some dangerous goods are only allowed to be transported on rail like chlorine, ammoniac or some explosives. This indicator also shows a comparison between rail and road regarding accidents with dangerous goods.

2. **Definitions**

- 'accident involving the transport of dangerous goods' means any accident or incident that is subject to reporting in accordance with RID (1)/ADR section 1.8.5.[1]
- 'dangerous goods' means those substances and articles the carriage of which is prohibited by RID, or authorized only under the conditions prescribed therein.[1]

[1] European Railway Agency: Implementation Guidance for CSIs, Annex 1 of Directive 2004/49/EC as amended by Directive 2009/149/EC (2012) (definitions in line with UIC Safety Database)

- According to the RID there are 13 groups of dangerous goods. The most common groups are: explosives, gases, flammable liquids / solids, oxidising substances, toxic substances, radioactive material and corrosive substances.

3. **Compilation**

   Please report the same data you report also to UIC.

4. **Examples, Good Practice**

   None at present, will be completed with input from the UIC SMT expert group.

UIC-SIR-9 Absolute external cost passenger transport road/ rail/ air [€/year]
UIC-SIR-10 Absolute external cost freight transport road/ rail/ air/ ship [€/year]
UIC-SIR-11 Average external cost passenger transport road/ rail/ air [€/1,000 pkm]
UIC-SIR-12 Average external cost freight transport road/ rail/ air/ ship [€/1,000 tkm]

1. **Relevance**

   With growing transport volume the external costs are also increasing. Each transport mode contributes to external costs in a certain way. Rail is here the mode which has the lowest external costs. This indicator wants to support this.

2. **Definitions**

- External costs: Economic costs, not normally taken into account (or paid) in markets and in decisions made by market players, e.g. costs for accidents, air pollution (health, material damages and biosphere), noise, climate change risks, costs for nature and landscape, congestion etc. Suggested references are the UIC studies on external costs by IWW/Infras (1995, 2000, 2004).
- Please note, that there are various studies on external costs which differs mainly with regard to valuation of the various cost categories e.g. CO_2. However, we suggest the UIC Study regarding the definition. Other studies can be used but should be quoted on scope and valuation.

3. **Compilation**

   Please report the relevant national statistical data on external costs.

4. **Examples, Good Practice**

None at present, will be completed with input from the UIC SMT expert group.

UIC-SIR-13 Share of disposable time compared to car and airplane on either selected or typical connections [%]

1. **Relevance**

   Travel time plays a key role in making public transport attractive. Besides the pure journey time a passenger using rail, car or plane generally needs different types of additional time: walking or transfer time (from home to the station/car/airport and from stop to final destination), waiting time (change trains/congestion/transfer) and the actual journey time.

   The uninterrupted disposable time ("quality time") during the total journey gets more and more important as time is a very scarce commodity. The more disposable time the passenger has compared to transfer/waiting time, the more he or she can has "quality time" for reading, walking, eating, or working. This indicator attempts to show the convenience of rail compared to cars or plane but also where there is still challenge.

2. **Definitions**

- Disposable time: uninterrupted time, which is not reserved for transfer, waiting or using public transport/taxi/walking. This could also be expressed as the actual uninterrupted and unrestricted (e.g. use of electronic equipment allowed) travelling time.
- Typical connections: popular, highly frequented routes.
- Compare the actual uninterrupted disposable time (measured in hours and minutes) for comparable journey alternatives. See example below as illustration. Alternatively could be the share of the total journey time (measured in percent) but this might be less

3. **Compilation**

   Every company can make its own examples regarding some connections by using e.g. Ecopassenger.org.

4. **Examples, Good Practice**

   For the trip Frankfurt to Paris the following comparison is made for the journey by car, plane and rail using Ecopassenger.org:

- **Car:** Total journey time = 5 hours 03 minutes. Estimated disposable time for work or rest = 0h00 (when driving yourself). Remark: Perhaps talking on the mobile with a hand free set could be possible during parts of the trip. Share of disposable time compared to total journey time = 0%.
- **Plane:** Total journey time = 2 hours 53 minutes. Estimated disposable time for work or rest = 1h00. Remark: This estimate is based on a minimum uninterrupted disposable period of 30 minutes. This depends strongly on personal preferences for uninterrupted disposable time. Some people might prefer (or being under pressure) to work even in short sections of 5-10 minutes at a time. Perhaps talking on the mobile, reading or taking notes without electronic devices could enlarge the usable time during the journey. Share of disposable time compared to total journey time = 35%.
- **Rail:** Total journey time = 4 hours 30 minutes. Estimated disposable for work or rest: 4h30. Remark: The time to find a seat and checking tickets is not subtracted from the total as this takes place before or is insignificant. Share of disposable time compared to total journey time = 100%.

UIC-SIR-14 Punctuality of passenger trains per year (optional: division into categories like long-distance, regional and suburban) [%]

1. **Relevance**

   Punctuality and flexibility are as important for commuters as for business travellers as for the success of rail as transport means itself. Punctuality is one of the main indicators of performance for final users.

2. **Definitions**

   Punctuality: Percentage of trains arriving on time or within 5 minutes from schedule.

3. **Compilation**

   Company data

4. **Examples, Good Practice**

   None at present, will be completed with input from the UIC SMT expert group.

UIC-SIR-15 Percentage of stations with facilitated access for disabled people [%]

1. **Relevance**

   As barrier-free travel gets more and more important not only for handicapped people but also for the older generation, an important customer group, this indicator shows the achievements your rail company made in this field.

2. **Definitions**

   Facilitated access: barrier-free, without steps or with an elevator, conquerable with a wheelchair

3. **Compilation**

   Company data

4. **Examples, Good Practice**

   None at present, will be completed with input from the UIC SMT expert group.

UIC-SIR-16 Number of business customers that required environmental calculations or page visits of the company's Eco-IT-tools per year

1. **Relevance**

   More and more logistic providers and cross border companies want to know how much energy and hence CO_2 is caused by their transporting of goods. There are several IT-tools which are able to calculate the environmental impacts (energy consumption, greenhouse gas emissions and exhaust emissions) of a special connection and compare it to other transport modes, e.g. Eco-Passenger (for personal travel), EcoTransIT (for freight transport). If your rail company provides such an IT tool for environmental calculations, this indicator shall focus on the importance for business customers.

2. **Definitions**

   None

3. **Compilation**

   Report the number of business customers that used the tool or otherwise report the clicks on the webpage.

4. **Examples, Good Practice**

   None at present, will be completed with input from the UIC SMT expert group.

UIC-SIR-17 Programs for supporting a good work-life balance

1. **Relevance**

   This indicator focuses on initiatives within your company that support a balance between work and life. The good work-life balance could of course be many things (and is very personal preference) but could be illustrated by the following questions:

   What working time schedules provides the company (part-time-working, flex time, job sharing, tele-commuting)? Is there a possibility of child care / kindergarten? Does the company provide an employee assistance program for employees in times of need (care of family/relatives/time out)? Does the company offer any opportunities for sabbaticals (time out) or downshifting? Is there a maximum of work week length/overtime? How are the possibilities of re-entering e.g. for women after maternity leave? Is relocation assistance possible? Are there any onsite fitness facilities?

2. **Definitions**

   Work-life-balance: Balance between professional and private life, measured in both quantitative and qualitative ways.

3. **Compilation**

   Please report the contributions of your company to the balance of your employees.

4. **Examples, Good Practice**

   None at present, will be completed with input from the UIC SMT expert group.

UIC-SIR-18 Presence of a code of conduct for all employees

1. **Relevance**

   Clear written values, procedures, standards and policies are important for navigation through daily business by acting the values of the company and even more important to prevent unethical behaviour, bribery, corruption and thus company damage. Furthermore it is important that all employees have access to these standards.

2. **Definitions**

   According to the Global Compact a code of conduct should contain the organization's values and the most salient of its rules. Salient examples are a conflicts of interest policy and a gifts policy, both critical in preventing inappropriate influence and undue benefit – corruption – from arising within the company. The code acts as policy reference point – a mother of all policies – with which all other policy initiatives need to be aligned. The purpose of a code is to give operational meaning to the company's values, for use throughout the company, among all employee hierarchies. It provides the framework for an additional ethics statement adopted by the board.[2]

3. **Compilation**

   Please report by documenting the presence of the company's code of conduct for all your employees and how it is made available to them. If relevant, please indicate if your company has a whistleblower program to implement e. g. a code of ethics against corruption.

4. **Examples, Good Practice**

   None at present, will be completed with input from the UIC SMT expert group.

[2] http://www.unglobalcompact.org/docs/news_events/8.1/bfc_web.pdf

UIC-SIR-19 Program to encourage employees for participating in voluntary work (e. g. special company leave)

1. **Relevance**

   This indicator shows how your company supports employee engagement in voluntary work. This can include different ways of appreciation through the company, e.g. by an employee award or by offering paid time (company leave).

2. **Definitions**

   Voluntary work: serving the community without being paid.

3. **Compilation**

   Report examples of how the company supports and appreciates community engagement.

4. **Examples, Good Practice**

   None at present, will be completed with input from the UIC SMT expert group.

UIC-SIR-20 Description of the Safety and Security Management

1. **Relevance**

   To maintain a high level of safety and security of rail transport one of the key responsibilities of rail companies is a sound management and the embedding in the top management system. This indicator focuses on information on the performance of your company's safety and security management and the results. Please report furthermore on the frequency of the information respective the availability of the results and the medium of reporting. Please state also any limitations on the scope or boundary of the information. This indicator provides an evaluation of the success of safety and security management.

2. **Definitions**

   None

3. **Compilation**

   Describe your safety and security (for freight: also dangerous goods) management and implementation as well as your objectives and measures derived and its performance. Also report the availability of the results for stakeholders.

4. **Examples, Good Practice**

   None at present, will be completed with input from the UIC SMT expert group.

UIC-SIR-21 Verification of the safety management by an external auditor

1. **Relevance**

   Regular safety audits guarantee a process of continuous improvement as well as risk assessment. This indicator focuses on an external verification as a crucial part of this improvement cycle. Please report the name of the auditor and the availability of such reports or official documents respective statements.

2. **Definitions**

   None

3. **Compilation**

   Document the availability of external verification (reports, official documents) of your safety management.

4. **Examples, Good Practice**

   None at present, will be completed with input from the UIC SMT expert group.

UIC-SIR-22 Implementation of pre-cautionary principle

1. **Relevance**

   Since the Brundtland report from 1987 the pre-cautionary principle has been coined out as a political term that is used in broad range of legislation as well as in all parts of society. Therefore the relevance of using the pre-cautionary principle for railway companies is obvious.

   Companies which implement a precautionary principle do not only react to incidents (which is usually related to higher costs in the end and high risks for reputation and the "license-to-operate") but with foresight anticipate risks and opportunities and take action to minimize risks and seize opportunities in advance.

   Therefore, a precautionary management usually indicates a good overall management practice of a company. Especially concerning environmental and safety aspects, precautionary approaches are not only crucial to maintain the "license-to-operate" but could support a good reputation by convincing your stakeholders that they can rely on your company that it will find the best solution early enough without having to be activated by external parties.

2. **Definitions**

   Definition of actual implementation should be defined for each company as this is probably varying a lot.

3. **Compilation**

- Description of your management systems, early stage, planning, examples, procurement, and strategic planning which enables a pre-cautionary approach.
- If you have management systems where risk-opportunity-assessments are a fundamental element, describe the system/ process how it works.

4. **Examples, Good Practice**

   None at present, will be completed with input from the UIC SMT expert group.

UIC-SIR-23 Share of drivers trained in energy-saving operation [%]

1. **Relevance**

   Driving energy-efficiently is a great contribution to save CO_2. A special comprehensive training for driving energy-efficiently – within the given timetable – is necessary and vital. This indicator shows how many drivers of your company already took part in such training.

2. **Definitions**

   Training in energy-saving driving: Special training that enables train driver to drive energy-efficiently within the given timetable while switching the engine off during driving without decelerating, e.g. while using a hilly topography for coasting downhill after deliberate accelerating, driving at a constant speed at flat topography, driving with foresight and using time buffers (in this way up to six percent energy saving are possible at a time reserve of one percent).

3. **Compilation**

- Collect the number of train drivers, which have been trained in energy saving driving overall in the company and divide them through the total number of train drivers in your company.
- Optional: Additionally you can indicate the number of drivers which thereof were trained in the current year (a differentiation into first or follow-up training might be too complicated).
- Describe if possible also what technical prerequisite are available for energy-saving driving (e.g. electricity meters and specific software).

4. **Examples, Good Practice**

   None at present, will be completed with input from the UIC SMT expert group.

Explanations concerning GRI-Indicators

GRI-Indicators in relation to UIC Environmental Indicators

- **Energy**: Relation (and, if necessary, additional data/ information) between GRI-EN3-core (Direct energy consumption by primary energy source), GRI-EN3/L&T (Breakdown by stationary and mobile sources) and GRI-EN4-core (Indirect energy consumption by primary source) AND UIC-ENV1.2.a (Specific primary energy consumption of passenger transport by rail [kJ/ pkm] (if not available: start with final energy consumption UIC-ENV1.1.a)) UIC-ENV1.2.b (Specific primary energy consumption of freight transport by rail [kJ/ tkm] (if not available: start with final energy consumption UIC-ENV1.1.b))
- **CO2 emissions**: Relation between GRI EN16-core (Total direct and indirect greenhouse gas emissions [t CO_2]), GRI-EN3/L&T (Greenhouse gas emissions by stationary and mobile sources) and GRI EN17-core (http://www.globalreporting.org/GRIPortal/GRIControls/G3Online/Tree/frmTree.aspx?IS=1 Other relevant indirect greenhouse gas emissions [t CO_2eq]) AND UIC-ENV 3.a (Specific CO_2 emission of passenger transport [g CO_2/pkm]) and UIC-ENV 3.b (Specific CO_2 emission of passenger transport [g CO_2/tkm])
- **Air pollution**: Relation between GRI-EN20-core (Air pollutant emissions [t NOx, t SOx, and other significant air emissions in tons]) AND UIC-ENV 4.1.a (specific NOx emissions of passenger transport [g NOx / pkm]), UIC-ENV 4.1.b (specific NOx emission of freight transport [g NOx / tkm]), UIC-ENV 4.2.a (Specific particle emissions of passenger transport [g PM10 / pkm]) and UIC-ENV 4.2.b (Specific particle emissions of freight transport [g PM10/ pkm])

GRI-Indicators that might need further specification for rail

GRI-EC6-core	Policy, practices, and proportion of spending on locally-based suppliers at significant locations of operation, for rail the definition of "local" should be explained as the typical rail company has a strong "local" influence many places along their lines and networks.
GRI-EC8-core	Development and impact of infrastructure investments and services provided primarily for public benefit through commercial, in-kind, or pro bono engagement, for rail describe the infrastructure – new or existing – and how it is operated for the benefit of local or regional areas, especially for the rail stations served and their immediate surroundings.
GRI-SO1-core	Programs to manage impacts of operations on communities, for rail it would be beneficial to categorise the various types of operations (e.g. freight and passenger operation, stations and workshops) in order to make a clear analysis for the company's impact.
GRI-PR1-core	Life cycle stages in which health and safety impacts of products and services are assessed for improvement, and percentage of significant products and services categories subject to such procedures, for rail also the additional measures like public service obligations of traffic services for local communities and political support would determine the actual impacts of introducing new railway products and services.
GRI-LT6	Description of policies and programs implemented to manage the impacts of traffic congestion, for rail this could be a multi-modal traffic plan where rail normally plays a vital role to lift off congestion from critical roads connecting urban agglomerations with their surroundings.
GRI-LT9	Working hours and rest time for mobile personnel, for rail this is normally a strong point since this area is strongly regulated to a high degree of respect for the personnel due to social and safety reasons.
GRI-LT11	Programs regarding substance abuse, for rail this is critical and important for – but not limited to – operational personnel with direct impacts on safety like drivers but also all personnel with direct customer contact like service staff.
GRI-EN1-core	Materials used, for rail: fleet (number of vehicles by type) and significant materials by weight or volume for maintaining this fleet (e.g. lubricants, interiors, detergents) and the rail infrastructure (e.g. ties, rails and track ballast).
GRI-EN2-core	Percentage of materials used that are recycled input materials, for rail: re-use of/ retrofit of vehicles and reuse/ recycling of significant materials for maintaining the vehicles (e.g. lubricants, interiors, detergents) and rail infrastructure (e.g. ties, rails and track ballast)
GRI-EN23-core	Total number and volume of significant spills (along the tracks), for rail this has usually to be divided between historical spills not yet remediated and new spills that have to be remediated by the polluter directly.
GRI-EN24-add	Weight of transported waste deemed hazardous under the terms of the Basel Convention Annex I, II, III, and VIII, and percentage of transported waste shipped internationally, for rail this mainly shows its ability to transport safely what has been produced by other companies, however still crucial for the safety impacts on local communities in terms of lifting these kind of transports off from the road network.

GRI-EN27-add	Percentage of products sold with packaging materials that are reclaimed, for rail: seems only relevant for on-board sales (gastronomy, glass, PET, etc.).

For all contributions and data compilation in this section it would be beneficial to demonstrate the development over time if possible. If you report on the indicators, start with a one-year-period and try then to expand it to a time period of at least three years. Start with indicators where a development over time supports your statements the most.

GRI-Indicators which are not obviously relevant for rail

(Relevance should be checked individually by each rail company)

GRI-PR3-core	Type of product and service information required by procedures and percentage of significant products and services subject to such information requirements. ⇨ **Not relevant, because these regulations usually do not pertain to transport services.**	GRI-G3-Guideline
GRI-PR4-add	Total number of incidents of non-compliance with regulations and voluntary codes concerning product and service information and labelling, by type of outcomes. ⇨ **Not relevant, because these regulations usually do not pertain to transport services.**	GRI-G3-Guideline
GRI-LA1/L&T	Percentage of drivers by contract type ⇨ **Not relevant, because indicator is road transport specific.**	GRI-Sector Supplement L&T
GRI-LT1	Number of ships ⇨ **Not relevant, because rail companies usually do not possess ships.**	GRI-Sector Supplement L&T
GRI-LT5	Initiatives to control urban air emissions in relation to road transport ⇨ **Not relevant, because it is only relevant for road transport of freight.**	GRI-Sector Supplement L&T
GRI-LT10	Options for personal communications by mobile workers ⇨ **Not relevant, because it is intended for mobile workers that work long distance or for prolonged periods of time due to work duties away from home/ personal residence (e.g. long distance truck drivers and seafarers).**	GRI-Sector Supplement L&T
GRI-LT12	Road fatalities for drivers or third parties ⇨ **Not relevant, because it is only relevant for road transport of freight.**	GRI-Sector Supplement L&T
GRI-LT13	Incidents of ships detained by port inspectors ⇨ **Not relevant, because rail companies usually do not possess vessels in international shipping.**	GRI-Sector Supplement L&T
GRI-LT14	Programs for the public access to postal services ⇨ **Not relevant, because rail companies usually do not provide postal services.**	GRI-Sector Supplement L&T
GRI-LT15	Logistics and transportation services for humanitarian purposes ⇨ **Not relevant, because rail companies are usually not involved in such logistics and transportation services.**	GRI-Sector Supplement L&T
GRI-LT16	Criteria for selecting recruitment and placement services ⇨ **Not relevant, because it is intended for shipping and road transport industries.**	GRI-Sector Supplement L&T
GRI-LT17	Income security and employment continuity for workers employed/ contracted repeatedly but not continuously ⇨ **Not relevant, because it is intended for shipping and road transport industries.**	GRI-Sector Supplement L&T

The following are suggestions for further indicators as a result of cross-checking with Railteam text and other papers. They could be elaborated at a later stage if the UIC SMT group deems them beneficial for the guideline:

UIC-SIR-25-opt	Percentage of biodegradable items used in trains (napkins, cups, plates).
UIC-SIR-26-opt	Percentage of work wear that is produced under fair conditions (bears the Fair Trade Mark) and made from e.g. organic cotton.
UIC-SIR-27-opt	Percentage of food and drink offered on board of trains that was produced locally and/or is from organic sources.

Background

Development of the UIC Declaration and Reporting Guideline

2007 Decision of UIC's Expert Network Sustainable Mobility that specific sustainability indicators for railways are needed in order to allow comprehensible and reliable assessment and comparisons of the sustainability of railways. Objective: Strengthening railway as the sustainable transport mode.

2008 DB was commissioned by UIC for the project work. Collection of 88 indicators from reviewing existing studies, standards, sustainable mobility concepts and strategies which support the credibility of rail's sustainable advantages (focus on indicators where data can already be delivered (UIC environmental indicators, UIC statistics group,..)). Presentation at the 10th UIC Sustainability Conference in London. Decision of UIC's Expert Network Sustainable Mobility to develop a UIC's Sustainability Declaration.

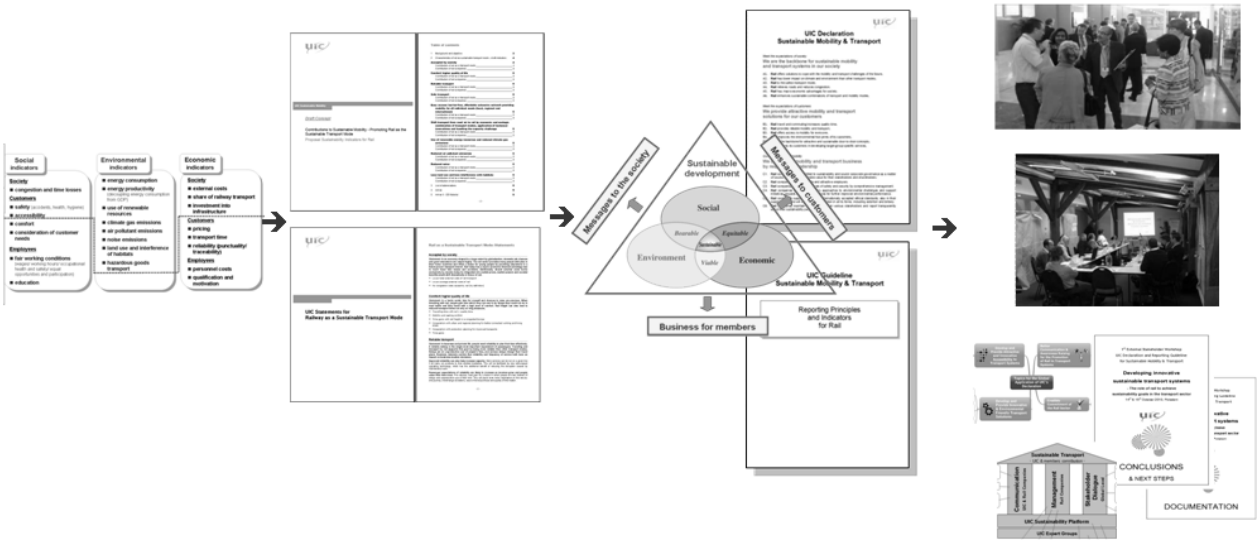
2009 Development of a declaration with a stakeholder-related differentiation: society, customers, company (a differentiation into economic/ ecologic/ social categories was difficult to handle, because these aspects are always related – this is the concept of sustainability). Revised draft of the indicators guideline based on the declaration. The Expert Network discussed and approved the results.

2010 Finalization of the Declaration. UN Global Compact could be convinced of the Declaration and to give their logo to be used with it. UNEP could be convinced to support the Declaration with a key note of Achim Steiner. The final Declaration document was presented to and adopted by the General Assembly of UIC: Almost all members supported the Declaration and the General Assembly approved the budgets for 2010 and 2011.

Declaration and guideline were presented at the 11th UIC Sustainability Conference in Madrid. A workshop with mainly UIC members was conducted to determine and discuss key sustainability issues for the rail sector. As a result a consistent system of four topics including key sustainability issues emerged, that can also be used as input for the development of the UIC Sustainability Strategy 2030 and beyond.

Workshop with External Stakeholders in Potsdam. The Declaration, the results from Madrid and the Reporting Guideline were discussed and approved by external stakeholders from UN DESA, UNEP, UN Habitat, GTZ, universities, GRI, IÖW etc.

2007 - Idea & concept → 2008 - Indicators collection & statements → 2009 Declaration & Guideline draft → 2010 - Stakeholder approval



The UIC Declaration Sustainable Mobility & Transport

For the full version and list of signatories please see www.railway-sustainability.org

UIC Declaration on Sustainable Mobility and Transport To support our contribution to sustainable development and the necessary paradigm shift we shall endeavor to work towards and uphold – now and in the future – the approach and commitments set out in the statements below and to regularly report on our progress:		
Section A: Meet the expectations of society *We are the backbone for sustainable mobility and transport systems in our society* A1 Rail offers solutions to cope with the mobility and transport challenges of the future A2 Rail has lower impact on climate and environment than most other transport modes A3 Rail is the safest mode of transport A4 Rail relieves roads and reduces congestion A5 Rail has macro-economic advantages for society A6 Rail enhances sustainable integration of transport and mobility modes	**Section B: Meet the expectations of customers** *We provide attractive mobility and transport solutions for our customers* B1 Rail travel and commuting increases quality and productive time B2 Rail provides reliable mobility & transport B3 Rail improves access to mobility B4 Rail reduces the environmental footprint of its customers B5 Rail is the backbone of attractive and sustainable door-to-door and mobility concepts B6 Rail involves its customers in developing target-group specific services	**C: Governance and Responsibility:** *We sustain the mobility and transport business through responsible leadership* C1 Rail companies are committed to sustainability and sound corporate governance as a matter of course and to create sustainable value for their stakeholders C2 Rail companies are committed to being responsible and attractive employers C3 Rail companies maintain high levels of safety and security by comprehensive management C4 Rail companies apply precautionary approaches to environmental challenges and support initiatives, projects and new technologies for further improved environmental performance C5 Rail companies support and respect internationally accepted ethical standards, also in their supply chains and will work against corruption in all its forms, including extortion and bribery C6 Rail companies maintain dialogue with their stakeholders and report transparently about their sustainability performance

Commissioned by: UIC International Union of Railways

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