

UNECE Tram and Metro Statistics Metadata

Introduction

This file provides detailed country notes on the UNECE tram and metro statistics dataset. These metadata describe how countries have compiled tram and metro statistics, what the data cover, and where possible how passenger numbers and passenger-km have been determined. Whether data are based on ticket sales, on-board sensors, or another method may well affect the comparability of passenger numbers across systems and countries, hence it is mentioned here when available.

Most of the data are at the system level, allowing comparisons across cities and systems. However, not every country could provide this, sometimes due to confidentiality reasons. In these cases, either a regional figure (e.g. the Provinces of Canada, which mix tram and metro figures with bus and ferry numbers) or a national figure (e.g. Czechia trams, which excludes the Prague tram system) has been given to maximise the utility of the dataset.

File Structure

The disseminated file is structured into seven different columns, outlined as follows:

Country code:

These are United Nations standard country codes for statistical use, based on M49. The codes, along with the country names, regions, and other information, are provided here: <https://unstats.un.org/unsd/methodology/m49/overview/> (and can be downloaded as a CSV directly here: <https://unstats.un.org/unsd/methodology/m49/overview/#>).

City:

This column provides the name of the city or region where the metro or tram system operates. In many cases, this is sufficient to identify the system. In some cases, non-Roman character names have been converted to Roman characters for analytical convenience.

Type:

This describes the type of transport system. Most values are either **Tram** or **Metro**. In addition, there are **Light Rail**, **Mixed** (used when the tram or metro data also include e.g. bus, trolley bus or ferry journeys), and **Other**. In most cases, a combination of City and Type allows identification of the system.

Year (or Quarter):

This indicates the year or quarter the data refer to. Annual data start from 2010. Quarterly data start from 1Q2010 for some countries but 1Q2019 for most.

Variable:

Pass refers to passenger numbers, while **PKM** refers to Passenger-km (both in thousands per year).

Value:

Numerical values of Passenger numbers or Passenger-km (both in thousands). Thus, a figure for passenger numbers of 3000 means 3 million passengers per year, or approximately 8200 passengers per day. Some instances of zero passenger numbers exist; this occurs when an active system has been shut down or closed.

Note:

This column contains descriptive notes when the City/Type combination is not sufficient to specify the system involved (as there are sometimes multiple tram or metro systems in the same city in the United States) or lists other important inclusions/exclusions.

Country Notes

Armenia

1. Data collection
The data are collected monthly by the State Statistical Committee, using a statistical reporting form. The number of passengers transported is determined by the number of all types of travel documents sold (such as one-time tickets, long-term tickets, etc.), which also includes passengers who use the service for free. Passenger turnover is calculated by multiplying the number of passengers carried by the average distance travelled by passengers. The average distance travelled by one passenger is determined based on one-time passenger flow observations and considered a constant value until the next observation.
2. System coverage
There is one metro network in the Republic of Armenia, in Yerevan. There is no tram network in the country.

Azerbaijan

1. Data collection
The data for the Baku metro are provided by The State Statistical Committee of Azerbaijan.
2. System coverage
Data refer to the Baku Metro.

Belarus

1. Data collection
The Minsk Metro submits monthly data to the Ministry of Transport and Communications, which has compiled using their accounting data, ticket-check sheets and other primary accounting documents. The Ministry of Transport sends official statistical information to Belstat. Belstat uses the information obtained to produce summary data on transport statistics.
2. System coverage
There is a metro network only in Minsk. It includes two lines and 29 stations. There is a tram network in four cities (Minsk, Mazyr, Novopolotsk and Vitebsk), with data split between Minsk, Gomel region (Mazyr) and Vitebsk region (Vitebsk and Novopolotsk).

Belgium – *data only available for Brussels*

1. Data collection
Metro: The number of passengers is published by the public transport operator. The data are based on ticket information. Data from mobility surveys (average length of trip in kilometres) are used to calculate passenger kilometres. Since the introduction of the MOBIB-card, some public transport operators are changing their methodologies. Data are currently collated by UNECE directly from the site of the STIB transport operator.

Trams: In Brussels, the number of passengers is published by the public transport operator. No disaggregated data on trams are available for networks in other cities. The data are based on ticket information. Since the introduction of the MOBIB-card, some public transport operators are changing their methodologies.
2. System coverage
There is one metro network in Brussels and three pre-metro networks in Brussels, Antwerp, and Charleroi. There are tram networks in Brussels, Antwerp, Gent, Coastal Tram, Charleroi, and Liege (under construction).

Bosnia and Herzegovina

1. Data collection
Data on urban passenger road transport are collected through quarterly statistical surveys. This category encompasses organized public passenger transport in cities, which is operated by business entities engaged in

urban transport (trams, trolleybuses, and buses). This collection includes data from active business entities employing more than 10 persons. The number of passengers is determined based on the number of tickets sold.

2. System coverage

There are no metro networks in Bosnia and Herzegovina. There is one tram network in the capital, Sarajevo.

3. Data availability

Annual data on the total number of transported passengers are available from 2016 onwards. Data on passenger kilometres are not available.

Bulgaria

1. Data collection

Metro: The data are collected using ticket information and on-board sensors from “Metropolitan”.

Trams: The data are collected using ticket and card information.

2. System coverage

There is one metro network and one tram network in Bulgaria, both in Sofia.

Canada

1. Data collection

Data are collected by Statistics Canada and published only at the national level. They represent the total of the passengers and distance travelled (km) recorded by a transport company and there is no distinction between the type of vehicle used (metro, tramway, light rail, bus, commuter train or ferry).

2. System coverage

There are three high capacity underground urban metro systems in Canada: Toronto Subway, Montreal Metro and Vancouver-Sky Train.

Canada has five light rail/tram networks: the Toronto streetcar system; the CTrain in Calgary, Alberta; the Edmonton LRT; the O-Train in Ottawa, Ontario; and the Ion rapid transit in Waterloo Region, Ontario.

Croatia

1. Data collection

Data on urban passenger road transport are collected through quarterly statistical surveys. This category encompasses organized public transport of passengers in cities with a population exceeding 40,000, conducted by business entities engaged in urban passenger transport by trams and buses. This also includes active business entities employing more than 10 persons, as well as those registered in different activities but involved in urban passenger transport. The number of passengers is derived from ticket sales and estimations based on the number of bus/tram passes sold for both urban and suburban transport.

2. System coverage

There are two tram networks (Zagreb and Osijek), but no metro networks in Croatia.

3. Data availability

Annual data on number of transported passengers are available for both tram networks as total. Data on passenger kilometres are not available.

Cyprus – no trams or metros

Czechia

1. Data collection

Metro data are collected by sensors in the metro and data on trams are collected using mostly ticket information. The data on urban transport is collected through questionnaires sent out to all operators carrying out urban transport. Filling in these questionnaires is obligatory according to Czech law.

2. System coverage
There is one metro and one tram network in Prague. There are tram networks in other cities in addition to Prague, including Brno, Liberec, Most-Litvinov, Olomouc, Ostrava and Plzen.
3. Data availability
Passenger numbers and kilometres are available for metro and other transport modes of urban transport (i.e. buses, trams, trolleybuses) for all the cities where urban transport exists.
4. Other notes
Data provided in millions, so multiplied by 1000 manually.

The data in different cities, except Prague, are considered confidential as there is usually one operator providing urban services in each of them. These data are reported as aggregate ("Czechia total, excluding Prague"). On the map, these data appear at Brno.

Denmark

1. Data collection
Data is collected directly from the operating companies. The companies base their calculations on a mix of boarding information from sensors, ticket information and information from electronic travel cards that can be used for all public transport.
2. System coverage
There is one metro system (Copenhagen) and two tram systems (Aarhus and Odense) in the country. The Odense tram commenced operation in May 2022.
3. Other notes
The "Aarhus Letbane" opened its first segment of 6 km in December 2017. Data for passenger kilometres are published in millions of kilometres, so the reported number due to rounding for "Aarhus Letbane" is 0, which means that there have been less than half a million passenger kilometres.

Estonia

1. Data collection
Using a statistical survey, data are collected from tram network operators who perform the calculations. The data are compiled by Tallinna Linnatranspordi AS, which has its own data collection methodology. Passenger registration data from on-board sensors are utilised for passenger counting. An average distance of 2.93 km is used for calculating passenger kilometres for trams.
2. System coverage
There are no metro networks. One tram network exists in Tallinn with four lines.

Finland

1. Data collection
Data are received from Helsinki Region Transport (HSL), a joint local authority. HSL publishes its own statistics, while Statistics Finland also compiles Public Transport Performance Statistics. Data collection utilizes on-board sensors and gateway counters at the metro stations. Trams similarly employ on-board sensors. A new tram system in Tampere commenced operation in the 4th quarter of 2021.

Passenger numbers refer to individuals embarking on public transport. In practice, this entails that if a passenger switches between different means of transport during their journey, each boarding is recorded separately. Both metro and trams are equipped with in-vehicle automated passenger counters that track both incoming and outgoing passengers. Metro stations also feature gate counters positioned in the access areas leading to the platforms. Passenger kilometres are estimated based on these data.

2. System coverage

There is one metro system (Helsinki) and two tram systems (Helsinki and Tampere) in the country. The Tampere tram commenced operation in August 2021.

3. Other notes

In 2018, the Helsinki metro line was extended to the West, with the first stage spanning 14 km and including eight new stations.

France

1. Data collection

In the Paris area, annual data on passengers and passenger kilometres are provided by the regional observatory (Omnil). Outside the Paris area, data on passengers and passenger kilometres are collected using an annual survey on urban public transport, including metros and tramways. This survey is conducted by the GART (a transport authorities' group). Data for cities other than Paris are all collated under "France total (excluding Paris)". On the disseminated map, these data appear in Lyon as this is the biggest system outside of Paris.

2. System coverage

There are six metro networks (Paris, Lyon, Marseille, Toulouse, Lille, and Rennes) and 28 tram networks (using 87 tramway lines) in France.

3. Other notes

The Paris RER is an express train line connecting Paris city centre to surrounding suburbs. The RER is included in the urban transportation statistics but as a railway mode since 2019.

The OrlyVal and CDGVal are shuttle trains from CDG and Orly Airport. The Ministry of Transport doesn't collect data on passenger numbers and/or passenger kilometres regarding these lines.

Georgia

1. Data collection

Data are provided by Statistics Georgia, but the data are collected directly by the Tbilisi Transport Company.

2. System coverage

There is only one metro system in Georgia, in Tbilisi. The system has two lines that serve 23 stations.

Germany

1. Data collection

Data on city level (=NUTS3) is only available for the major cities of Berlin, Bremen and Hamburg which are also federal states (=NUTS2). Data are collected using an official survey. Tram and metro data are reported together in German statistics. The data reported to the Statistical Office by the enterprises for Berlin, Bremen and Hamburg are based on automated passenger counting systems combined with estimations.

2. System coverage

Almost all large cities in Germany have a tram or metro system. There were 58 tram and metro enterprises in 2021 in Germany in total, some of them cover several cities. Most of them are trams, metros are only used in some of the biggest cities and often run underground in the city centres and overground in other areas.

Greece – *data not yet provided*

1. Data collection

The following methods are used to collect data on metro passengers: ticket information throughout the automatic fare collection system, network modelling, and surveys. On-board sensors are used to calculate train kilometres.

2. System coverage

In Athens, there is one metro network, consisting of three lines (L1, L2, and L3) and one tram network, consisting of three lines (T3-T4-T5)

Hungary

1. Data collection
Data are collected from metro or tram operator enterprises. The data are based on traffic counting conducted in recent years and adjusted with revenue from ticket sales.
2. System coverage
There is one metro network with four lines in Budapest. There are four tram networks (Budapest, Debrecen, Miskolc and Szeged). There is a tram-train system between the cities of Szeged and Hódmezővásárhely.
3. Other notes
There is a suburban rail in the capital, which is included in the urban passenger transport. In 2018, the performance of the Budapest metro network decreased due to major renovation works.

Ireland

1. Data collection
Data are collected from the operator annually. The number of passengers is estimated using two sources: recorded daily ticket sales by ticket type, and census that is conducted once a year. The census enumerates passenger movements for both weekday and weekend periods.
2. System coverage
No metro network exists. There is one tram/light rail system in Dublin, the Luas. Data for the green and red lines were previously published separately, but have been collated together starting with the 2021 release.

Israel – *data not yet provided*

1. Data collection
Ministry of Transport (MOT) makes estimates on passenger numbers for operational planning and administrative internal uses. The MOT estimates are not published or disseminated to the public. The estimates are based on a sample of trips by day of the week and hour, by way of on-board sensors that are placed on one of the entries to the vehicles (not all entries). The validation is done upon boarding the vehicle, not upon alighting. So, no data is available regarding the entire trip. In addition, data is collected from electronic ticketing (smart card). The tram network is operated by a single contractor and the data collected from the Smartcard are not currently accessible.
2. System coverage
There are no metro networks. One tram (LRT) network exists in Jerusalem. It consists of one line. More lines are in planning/under construction. Another system is being planned in the Tel Aviv Metropolitan area.
3. Data availability
No data on passenger kilometres are available.
4. Other notes
There is a local underground funicular, 2000 meters long, with six stations, connecting the lower parts of Haifa city with the higher parts. The operator has data, but they are not submitted to the Central Bureau of Statistics on a regular basis.

Latvia

1. Data collection
The number of passengers is collected using ticket information, while passenger kilometres are determined based on the average length of journey by bus in each city.
2. System coverage
There are no metro networks in Latvia. There are three tram networks in Riga city, Daugavpils city and Liepaja city.

3. Other notes

The tramline, SIA 'Liepājas tramvajs', changed its passenger counting methodology in 2016, making it impossible to compare data from that year with previous years.

Lithuania – no trams or metros

Moldova – no trams or metros

Netherlands

1. Data collection

Data on the transport modes are collected using a mobility survey. The number of questionnaires is not high enough to make reliable estimates for the separate modes. It is possible that “tap in-tap out” card data will be available in the future.

2. System coverage

There are two metro networks, in Amsterdam and Rotterdam, and four tram networks, in Amsterdam, Rotterdam, Den Haag (The Hague) and Utrecht.

3. Data availability

Bus, tram and metro data are grouped together in one national figure.

North Macedonia – no trams or metros

Norway

1. Data collection

Historically, metro and tram data have been based on ticket sales. Since 2018, metro data have been collected from on-board sensors and most tram operators are in the process of switching to on-board sensors. The figures are taken from the Norwegian municipality-state reporting statistics (KOSTRA) compiled annually by Statistics Norway.

2. System coverage

Only Oslo has an underground metro system. There are three tramlines, in Oslo, Bergen and Trondheim.

3. Data availability

Annual data on passenger numbers are reported as a total for trams and metros in Oslo. The same applies for passenger kilometres. Data on passenger numbers and kilometres are available for the Bergen light rail and Trondheim tram.

Poland

1. Data collection

The data are obtained from transport operators. The number of passengers is estimated based on the number of tickets sold.

2. System coverage

There is only one metro network in Poland, in Warsaw, and it includes two lines. There are 189 tram networks in Poland in ten voivodships (length 2338.2 km).

3. Data availability

Statistics Poland collects annual data for the metro on the number of passengers, passenger kilometres and wagon kilometres. Annual data concerning passenger number and passenger kilometres are available in total for the bus and tram network. Although available, data on passenger kilometres are not provided. Data on the total number of passengers for tram and bus transport at voivodship level are available, but it is not possible to go down to the level of cities. This is because bus connections go beyond the territory of one city.

Portugal

1. Data collection
Statistics Portugal collects data directly from transport operators using on-line surveys. Data provided by companies are estimated mainly from the ticketing system (contactless). Data are collected monthly and annually.
2. System coverage
There are three different metro network systems in Portugal: in Lisbon, Porto and Metro Sul do Tejo. There is one tram network system in Lisbon. There is also a local tram system in Sintra (a municipality in the metropolitan area of Lisbon), which is mainly for tourism.
3. Data availability
Information about seats-km and number of carriages for the metro system is collected monthly and annually. Statistics Portugal does not have data on trams, but the main transport company has some information on them.

Romania

1. Data collection
Data are collected through a quarterly survey, covering the number of passengers and passenger kilometres for metros and trams. The respondents (metro and tram operators) fill out the data on a web portal.
2. System coverage
Romania has one metro network in Bucharest, and as of the year 2022, there are ten tram networks.
3. Other notes
For the year 2019, there was a change in estimating the number of passengers transported for the holders of subscriptions on Iasi tram data.
During the period 3Q2015 – 2Q2019, Bucharest tram data on beneficiaries of gratuities for retirees were not included, in accordance with the decision of the Bucharest Municipality.

Russian Federation – only country-level data

1. Data collection
The metro and tram operators provide information on passenger transportation, including passengers paying toll fare (including passengers of privileged categories) and passengers enjoying the right of free travel. The number of passengers is determined using data from reading devices.
In the absence of reading devices, the number of passengers is determined as the sum of the products of the number of tickets sold and the number of trips made using them; the number of passengers using the right of free travel is determined as the sum of the products of the number of issued documents, on the basis of which free travel of certain categories of citizens is allowed, and the number of trips made using them.
The number of trips made on long-term tickets is determined based on periodically conducted full-size examinations of passenger flows (or is established expertly by the Ministry of Transport of Russia).
Passenger traffic is determined by multiplying the number of passengers carried by the average distance travelled by the passenger. The average distance travelled by a passenger is determined based on a periodically conducted survey of passenger flows.

For trams, field surveys are carried out by executive authorities of the constituent entities of the Russian Federation and local self-government bodies that carry out the functions of organizing transport services for the population.

Data on tram systems (including trolleybuses) and the metro are generated by Rosstat on a quarterly basis within the framework of federal statistical observation in the form of Federal statistical observation No. 65-ETR (quarterly) "Information on the activities of urban electric transport".

2. System coverage

As of the end of 2022, tram systems (including trolley buses) and the metro were in operation in 113 cities in the Russian Federation, comprising tram transport in 60 cities, trolley transport in 85 cities, and metro systems in 7 cities.

3. Other notes

Data pertaining to individual cities are not disclosed to safeguard the confidentiality of primary statistical data received from organizations.

Serbia

1. Data collection

The data are obtained from tickets sold.

2. System coverage

Metro data for Belgrade refer to the “BG Voz” urban rail system.

3. Data availability

Data on passenger kilometres are not available.

Slovakia – all data are considered confidential

1. Data collection

Data collection is based on ticket information.

2. System coverage

There is no metro network. There is one tram network.

3. Data availability

Annual data for passenger numbers and passenger kilometres are available for enterprises with 20 or more employees.

Slovenia – no trams or metros

Spain

1. Data collection

INE Spain collects monthly data on the number of passengers, income and number of employees in each metro and tram network using a survey. These data are edited and disseminated for each metro network. In the case of tram networks, the data are not disseminated at individual level, but they are added up with the data provided by bus companies. Data provision is compulsory by law.

2. System coverage

There are seven metro networks in Spain and 16 different tram networks.

3. Data availability

No information is requested about passenger kilometres.

Sweden

1. Data collection

Data are collected through a questionnaire sent to all regional public transport authorities, who have responsibility of metro or tram systems.

2. Other notes

Due to changes in the method of collecting tram data, data for 2011 onwards are not comparable with previous years.

3. Data availability
Tram data are only available as an aggregate of Stockholm, Gothenburg and Norrköping.

Switzerland

1. Data collection
Due to data protection reasons, the figures are based on the companies' published annual reports. Any differences between the results from company reports and official sums provided by the Federal Statistical Office are due to corrections in the data.
2. System coverage
There are no metro networks in Switzerland. There are tram networks in Basel, Bern, Geneva, Lausanne, and Zurich.
3. Data availability
The Federal Statistical Office only publishes aggregated data for all tram networks. Transport operators provide some disaggregated data for their network.

Türkiye

1. Data collection
The Turkish Statistical Institution (TurkStat) collected data in 2023 by distributing the UNECE questionnaire to 30 Turkish Metropolitan City Municipalities. Of these cities, 12 with available infrastructure and passenger traffic data for the period 2015-2022 responded. These 30 cities encompass all infrastructure and traffic data in Türkiye for this period.
While most municipalities publish their latest data on their websites, this exercise provides official country wide data in accordance with UNECE definitions and categories. The data are based on ticket sales recorded in the Electronic Fare Collection Systems databases of the respective municipalities.
2. System coverage
The data cover passenger traffic in all Turkish cities that operated metro, tram or light rail systems from 2015 to 2022. This includes 12 cities: Adana, Ankara, Antalya, Bursa, Eskişehir, Gaziantep, İstanbul, İzmir, Kayseri, Kocaeli, Konya and Samsun.
The classification of Metro, Tram or Light Rail adheres to UNECE definitions and may differ from the categorisations used by the municipalities on their websites. The passenger traffic data includes all passengers transported, regardless of fare conditions. Passenger-kilometre data was not provided due to some municipalities not submitting this data or discrepancies in calculation methodologies among municipalities, which hinders comparability and countrywide totals.

Metro passenger data covers 16 lines in 4 cities:
Adana with 1 line (Adana Hafif Raylı Sistemi), Ankara with 5 lines (M, M2, M3, M4, Ankaray), İstanbul with 9 lines (M1, M2, M3, M4, M5, M6, M7, M8, M9), Bursa with 1 line (BursaRay), and İzmir with 1 line (M1).

Tram passenger data includes 24 lines across 11 cities :
Antalya with 3 lines (Nostalji T2, Antray T1A/T1B; Antray T3), Bursa with 3 lines (T1 Tramvay, T2 Tramvay, T3 Tramvay), Eskişehir with 1 line (Estram), Gaziantep with 1 line (Gaziantep Tramvay) , İstanbul with 4 tram lines (T1,T3,T4,T5) and 3 funicular lines (F1,F2,F4), İzmir with 3 lines (Konak, Karşıyaka, Nostaljik), Kayseri with 1 line (Kayseray), Kocaeli with 1 line (İzmit - Kuruçeşme), Konya with 2 lines (Kampüs, Adliye), and Samsun with 1 line (SamRay).

Light rail passenger data include 4 lines in 4 cities:
Ankara with 1 line (BaşkentRay), Gaziantep with 1 line (GaziRay), İstanbul with 1 line (Marmaray), and İzmir with 1 line (İZBAN).

Ukraine

1. Data collection

Metro: Information regarding the number of transported passengers is gathered from fixed passage through turnstiles, utilising one-time tokens (tickets), payment by bank cards, a designated Internet-based application, travel cards, refill cards, as well as documents confirming eligibility for benefits, among others. Data regarding passenger kilometres are also provided.

Tram: Information pertaining to the number of transported passengers relies on the sale of single tickets, travel cards, documentation confirming benefit eligibility, or estimations of benefit-entitled passengers transported. Similarly, data on passenger kilometres are also provided.

2. System coverage

In Ukraine, metro systems are operational in three cities, while two types of tram system are present: trams and funicular railroads.

3. Data availability

Tram systems are not individually accounted for but rather on a regional level.

4. Other notes

Data concerning tram transport is published by region. Data on individual cities are not released to adhere with to Ukraine's law on state statistics, ensuring the confidentiality of statistical data. Between 2010 and 2013, in Ukraine there were 22 cities where tram transport operated; since 2014, 14 cities have submitted reports. In the Donetsk region, tram transport was active in eight cities from 2010 to 2013, with only two cities submitting reports since 2014.

United Kingdom

1. Data collection

Data from light rail and tram operators are collected in an annual survey. Statistics for London Underground are provided by Transport for London.

A variety of methods are used by operators to collect the data. Most operators report that passenger journeys figures are derived from ticket data, either directly from ticket machines or based on ticket sales. Other methods include an on-tram passenger count system using infra-red door sensors, automatic passenger counts at stations, or surveys. Where figures are derived from ticket sales data, assumptions based on passenger surveys are made to estimate the number of journeys per ticket (for example, for season tickets). For the systems that report using passenger counts from ticket machines, season ticket and pass holder boardings are captured by the pressing of a button on the machine. Only one operator makes an adjustment for under-recording, with the others reporting that they make no adjustment but estimate that the level of under-recording is small.

Details below:

Transport system	Data collection method
London Underground	Derived from ticket sales
Docklands Light Railway	Based on automatic passenger counts at stations
London Tramlink	Passenger numbers are recorded by an on-tram passenger count system of people boarding and alighting using infra-red door sensors
Nottingham Express Transit	These figures are derived from the actual ticket machine and validator records. Any assumptions/methodologies for paper ticket usage is taken from the independent passenger ticket apportionment survey conducted on an annual basis and additions made based on their findings
Midland Metro (Birmingham/Wolverhampton)	Derived from ticket data directly from ticket machines
Sheffield Supertram	Tram/ Tram train. Figures based upon data received from the on-tram conductor's ticket machines.
Tyne and Wear Metro (Light rail)	Passenger boardings and distance are estimates based on Continuous Monitoring surveys. Approximately 8,000 surveys are carried out per 4-week period.

	Independent audit determined precision of 2.3% for overall boardings and 3.2% for Concessionary Travel boardings.
Manchester Metrolink	Derived from ticket sales
Blackpool Tramway	Derived from ticket data directly from ticket machines
Edinburgh Trams	Derived from ticket sales
Glasgow Underground	These figures are derived from the ticketing system which counts tickets when passengers exit the System.

Whilst there are differences in the methods used by operators to compile the estimates of journeys and it is difficult to assess the impact of these precisely, data are validated by comparison to previous years and consequently broad trends shown should be sufficiently robust for the uses of these statistics.

Passenger kilometres travelled are calculated by multiplying the number of passenger journeys by an average journey length. Average journey lengths are estimated from passenger surveys. Typically, the same figure is used for several years, with periodic revisions for example associated with network changes. As a result, whilst the passenger kilometres figures should reflect broad trends sufficiently, year on year changes should be treated with caution.

2. System coverage

There are two underground networks in London and Glasgow. In addition, there are two light rail and seven tram systems, which are primarily surface running, which sit outside of the UK National Rail network but carry many passengers on a daily basis in an urban setting. There was a reclassification of some systems between tram and light rail in the 2021 data update.

United States

1. Data collection

Transit agencies may collect service data throughout the year using scheduling software, automatic passenger counters (APCs), and fareboxes. Data must reflect actual service performed, not scheduled service. Data may be estimated in cases of equipment failure (e.g. by the APC or the farebox.). In some cases, transit agencies may estimate unlinked passenger trips and passenger miles travelled through sampling.

2. System coverage

There are 13 different metro networks, 27 light rail networks, 26 tram networks, and 8 other systems. Data are provided for all systems subject to Federal Transit Administration National Transit Database reporting requirements and Federal Transit Administration safety regulation.

3. Other notes

The PATH Train in New York City is a subway system, but is included in the national system of railroads, so it is excluded. Also excluded are all inclined plane/funicular systems, aerial tramways, bus rapid transit, and trolleybus systems that operate with overhead catenaries and rubber tires. Several systems under construction are not included. In Boston, data for the Green Line and the Ashmont-Mattapan Line are reported together, even though these are separate systems. In Philadelphia, data for the subway and Norristown High Speed Line are reported together, even though these are separate systems. Three of the United States' hybrid rail systems are included in the national system of railroads, and so are not included on this list. Those three systems are the Capital Metro in Austin, Texas; the Denton County A-Train near Dallas, Texas; and the West Side Express in Beaverton, Oregon (outside of Portland, Oregon). The Las Vegas Monorail is privately operated and does not accept Federal funding, so it does not report data.

*Note: No passenger miles travelled (PMT) data for Honolulu Skyline - service began Q2 2023; No PMT for Galveston Trolley due to reporting waiver.

Additions for 2023:

City and County of Honolulu - Skyline (Light rail; entered service Q2 2023; no passenger KM)

Central Oklahoma Transportation and Parking Authority - Oklahoma City Streetcar (Tram)

Valley Metro Rail, Inc. - Tempe Streetcar (entered service Q1 2022)

City of El Paso - El Paso Streetcar (Tram)

City of Galveston - Galveston Trolley (Tram; reopened in 2021; no passenger KM due to reporting waiver)
St. Louis Loop Trolley Transportation Development District

Uzbekistan

1. Data collection

Data are collected from transport operators. Passenger numbers are derived from ticket sales information. Passenger-kilometres are calculated by multiplying the number of passengers by 7.29 km, representing the average journey length per passenger.

2. System coverage

Only the city of Tashkent in Uzbekistan has a metro network. Until 2017, Tashkent city also had a tramline. However, in 2016/17, all tramlines were relocated from the capital to the city of Samarkand. Prior to 2017, Samarkand city did not offer any tram services.

3. Other notes

There are four metro lines in Tashkent city. The newest line, "Yer usti halqa yo'li" (Overground metro line), opened on August 30, 2020, initially comprising seven stations. Subsequently, on April 25, 2023, five additional stations were added to this line. On August 29, 2020, the third metroline, "Yunusobod yo'li", added two more stations. On December 26, 2020, the "Chilonzor yo'li", Tashkent's first metro line, was also expanded to include five additional stations.

Passenger data are reported on a quarterly basis and presented cumulatively. The metro line in Tashkent is officially named "Toshkent metropoliteni". The tramlines are referred to as "Toshkent tramvayi" in Tashkent and "Tramvay liniyalarini eksplotatsiya qilish direktsiyasi" in Samarkand.