NSM 2026 NORDIC STATISTICAL MEETING

A More Efficient Way:

Creating Public Transport Statistics from Online Travel Planner Data

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Abstract

In this paper we explore whether online travel planner data can be used to produce rail and public transport statistics. We introduce and document a methodological framework for deriving key supply-side indicators from a publicly available national database containing standardised information on public transport services and evaluate whether these indicators can substitute selected components of the existing survey-based data collection, while ensuring compliance with the quality dimensions of the European Statistical System.

We find that the data studied in many cases can reproduce statistical indicators in line with the current statistics based on surveys. There are however significant deviations between the sources in several cases. There is no guarantee that the survey-based statistics is always correct, so deviations do not necessarily imply challenges with the data from the data source tested. Still, there is a need to further dig into deviations to identify where these come from. Despite challenges and weaknesses identified with the Entur data, they will probably have a role in the future production of public transport statistics.

Keywords: New data source, public transport statistics, online travel planner data, new production methods

1. Introduction

Reducing respondent burden is a core objective for all National Statistical Agencies (NSIs) and an integral part of the European Statistical System (ESS). According to the European Statistical System (2025), *the importance of administrative sources for the compilation of official statistics is growing in the context of falling response rates in surveys and pressing demands for reducing the burden on respondents*.

Currently, rail and public transport statistics in Norway is produced based on surveys collecting data from public transport agencies and operators. This imposes a significant burden on the respondents and is vulnerable with risks of manual mistakes and errors reducing the quality of the data. Significant time is also spent within Statistics Norway (SSB) to verify and correct survey data.

The public transport system in Norway consists of rail, boat, bus and tram/metro. All tram/metro services, and most buses and boats are organised by the counties, but there are also commercial bus and boat operations. Rail transport takes place in and around the largest cities, and there are regional and long-distance trains. In year 2024, there were in total 729 million public transport passengers. Bus was the most used mode of transport with 61 per cent of the passengers, followed by tram/metro, rail and boat with 27, 11 and 1 per cent of the passengers, respectively.

In this paper we explore whether online travel planner data can be used to produce rail and public transport statistics in the future. Entur is a company owned by the Ministry of Transport who maintains a national database containing standardised information on public transport services, including routes, timetables, and operators across transport modes. We examine the feasibility of using publicly available data from Entur as an alternative data source for the production of public transport statistics at SSB. The public transport statistics covers both demand-side indicators like number of passengers, passenger kilometres travelled and ticket revenues as well as supply side indicators like route kilometres and seat kilometres. The open data sets from Entur covers supply side information only.

Van Ruth (2014) is one of the earlier implementations of exploring big data for production of public transportation statistics. In recent years, other studies have emerged taking inspiration from this study. The present paper will build further on a methodology developed by ONS Data Science Campus (2024) by addressing the challenges identified by Puts and Daas (2015) in using big data as a substitute for survey-based data collection while considering limitations highlighted in earlier studies such as Van Ruth (2014).

The main objective of the paper is to introduce and document a methodological framework for deriving the supply-side indicators route kilometres and route hours from Entur's datasets and evaluate whether these indicators can substitute selected components of the existing survey-based data collection, while ensuring compliance with the ESS quality dimensions. The findings from the paper will help guide the future production of public transport statistics in Norway and in other European countries having similar data sources available.

The paper is organised as follows. In chapter 2 we present the relevant data sources from Entur's database. The methodology is presented in chapter 3, and main results are presented in chapter 4. Discussion and conclusion follow in chapter 5.

2. Data

Entur operates the national registry for public transport in Norway and collects data that are made available as open datasets through their online distribution platform. Their data portfolio consists of four main datasets:

- **National Stop Registry (NSR)**
- **Timetable (General Transit Feed Specification)**
- **Planned Emissions (SINTEF Energy Module)**
- **Real-Time (Service Interface for Real Time Information)**

The National Stop Registry contains information on public transport stops in Norway, including bus stops, railway stations, ferry terminals, and airports, and serves as a common reference framework for stop locations and supports integration across operators and datasets. Together with this, the Planned Emissions dataset contains model-based estimates of emissions from public transport services, derived from timetable data and based on the SINTEF Energy Module.[1] Its purpose is to provide more detailed emissions estimates than approaches based on aggregated average emission factors.

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[1] The SINTEF Energy Module estimates energy use and emissions by simulating a vehicle operating on a specific route using physics-based models, see Hjelkrem et al. (2017).

The Timetable dataset contains information about planned public transport services, including both historical and future data on scheduled distance and service travel time. It covers services across the main public transport modes, including bus, rail, tram/metro, and ferry. Building on this planned service information, the Real-Time dataset records the actual operation of public transport services within the same operational day. These data are generated by the reference vehicles in operation, transmitted using the SIRI protocol, and capture operational deviations from the timetable, such as delays, cancellations, and additional departures.

The analysis primarily focuses on utilizing the Timetable and Real-Time datasets, as these contain the information required to derive route hours and route kilometres. A description of the key variables in these datasets used for the analysis is provided in *Section 1* of the Annex.

3. Methodology

The foundation of our work is the use of key variables from the Timetable and Real-Time datasets to calculate annual route hours and route kilometres for commercial and public transport operators within a defined geographical area. These estimates are then compared with published figures from official public transport statistics.

In the first step, we produce estimates of route kilometres and route hours for the statistical units included in each statistics product, based on scheduled service data from the Timetable dataset. Route kilometres are calculated using Equation 2.3.a., while route hours are calculated using Equation 2.3.b. derived in *Section 2* in the Annex.

As part of the first step, standard data processing procedures are applied, including the removal of duplicate observations and the exclusion of extreme values where these are likely to reflect data errors rather than actual service production. A specific methodological challenge concerns the distance variable ***shape_dist_traveled*** for which missing values may occur for one or more operators in the Timetable dataset. Where such missing values are identified during data processing, the corresponding distances are supplemented with estimates form the Planned Emissions dataset.

In the second step, the estimates from the first step are adjusted for cancellations and delays recorded in the Real-Time dataset, in accordance with Equations 2.1.c.

and 2.3.c. in the Annex. This adjustment is carried out by matching observations from the Timetable dataset with corresponding observations from the Real-Time dataset using a common linkage key. This makes it possible to distinguish between scheduled service production and realised service production.

Additional adjustments are required in cases where routes must be classified according to geographical units other than counties, such as urban areas or broader regions of the country. For this purpose, boundary maps developed by Statistics Norway (SSB) are used to assign trips to their relevant geographical affiliation. For rail transport, Timetable data are also adjusted for scheduled rail replacement bus services to ensure that such departures are not treated as ordinary train services.

4. Main results

Figure 1 contains a summary by transport segments of results obtained for route kilometres for 2024, using alternative approaches based on Entur's data. For each mode, the number of vehicle kilometres in the public transport statistics (PTS) is normalized to 100. Tables with detailed results can be found *Section 3* in the Annex.

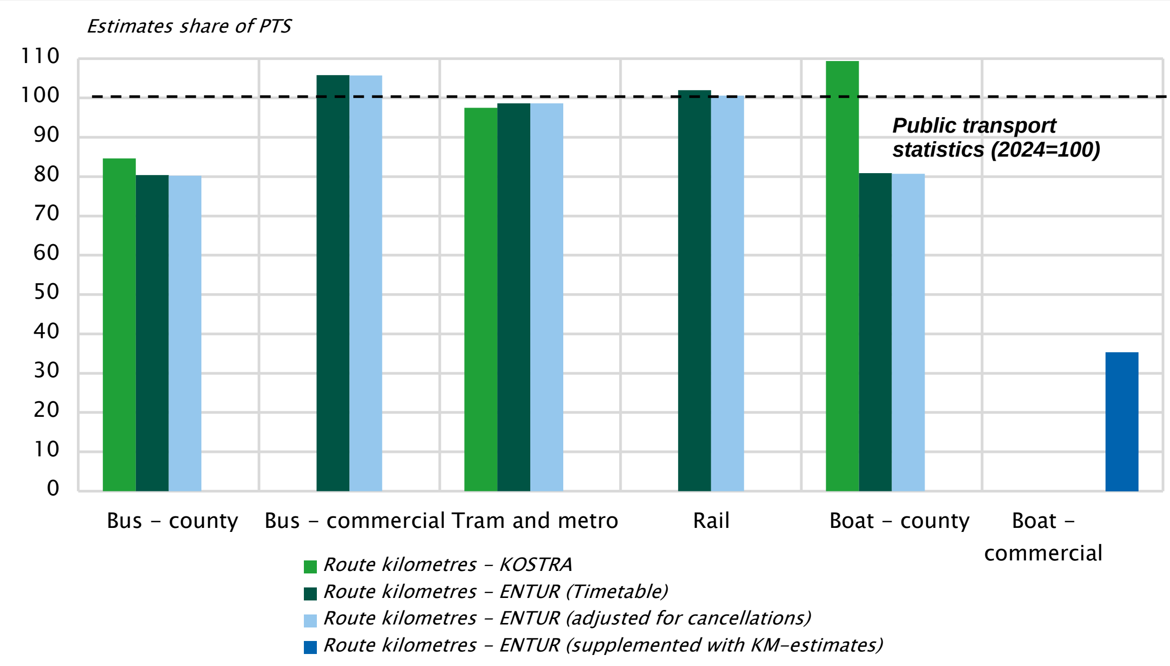

***Figure 1** – Comparison of route kilometres by mode of transport for the reference year 2024, were the number of vehicle hours from the Public Transport Statistics is normalized to 100 for each mode (2024=100).*

For county-organised bus transport, all approaches produce route kilometre estimates corresponding to approximately 80–85 per cent of the vehicle kilometres reported in the PTS. As vehicle kilometres include repositioning and empty runs, this indicates a high degree of consistency between the sources. For commercial bus operations, however, the Entur estimates exceed the PTS figures, suggesting that the Entur estimates may be too high, although the official statistics may also underestimate this segment.

For tram, metro, and rail, the Entur-based estimates are close to the PTS figures. Given that these modes typically involve fewer empty runs than bus transport, this indicates strong consistency between Entur estimates and PTS statistics. For rail, estimates adjusted for cancellations are particularly close to the published figures.

For county-organised boat transport, the results are broadly similar to those for county-organised bus transport. However, since boats are assumed to involve less repositioning and fewer empty runs, the deviation between the sources is likely larger for boat transportation, suggesting that Entur data may underestimate route kilometres. For commercial boat transport, kilometre data are only available from the Planned Emissions dataset, and the results indicate that a considerable number of observations are missing.

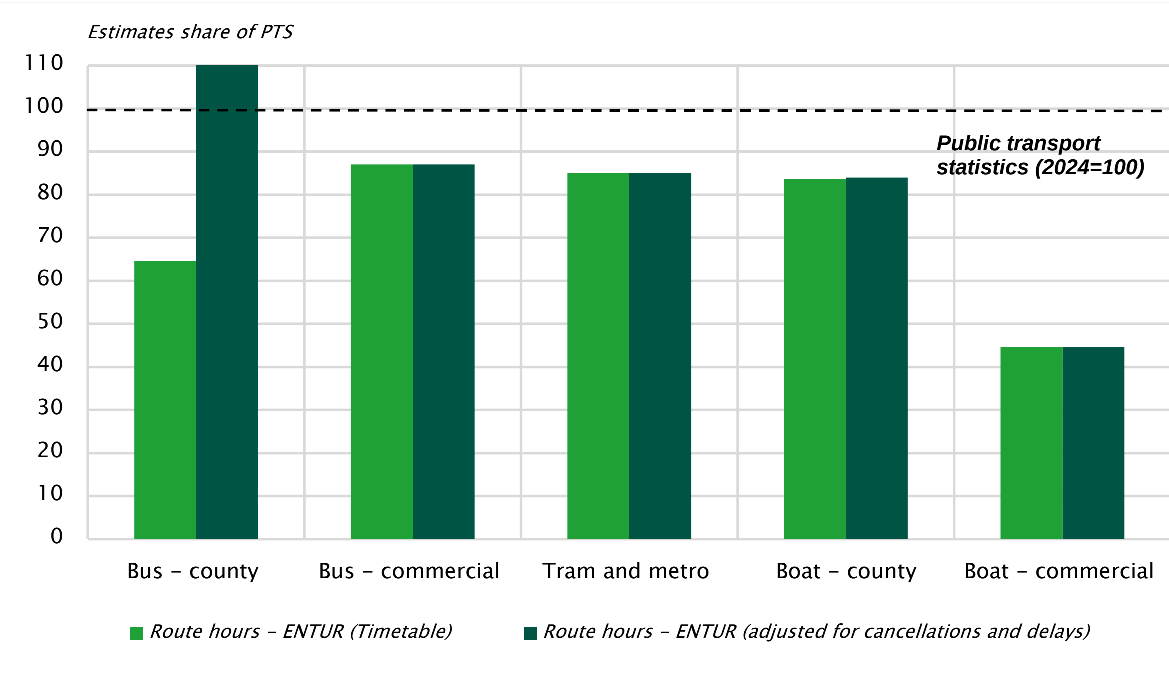

***Figure 2** – Comparison of route hours by mode of transport for the reference year 2024, were the number of vehicle hours from the Public Transport Statistics is normalized to 100 for each mode (2024=100).*

Figure 2 presents the corresponding comparison for route hours. The results largely reflect those in Figure 1, with the exception of bus services organised by the counties. For this segment, the adjusted estimate is substantially higher than the official PTS figure, mainly due to extreme values for Oslo and Akershus, as shown in *Table 3.1.b* in the Annex. Figure 2 also illustrates a limitation of using Entur data as a basis for estimating route hours for commercial boat transport.

5. Discussion and conclusion

In this paper we have presented an approach for using online travel planner data for producing selected indicators published in rail and public transport statistics The online travel planner data can be extracted by Statistics Norway with limited efforts and can thus reduce the burden on respondents and the data are available shortly after the end of the observation period. Moreover, the calculation of indicators is transparent and can be consistent over time, as opposed to the existing survey data that have quality challenges and requires manual effort to control and correct.

The results shown in Figures 1 and 2, and in Section 3 of the annex, indicate that the data studied can in many cases reproduce statistical indicators that are broadly in line with the current survey-based statistics. However, there are also significant deviations between the sources in some cases. The survey-based statistics should not necessarily be treated as the correct benchmark in all cases, and deviations do not automatically imply shortcomings in the Entur data. Still, there is a need to further dig into deviations to identify where these come from.

An important distinction is that the official statistics cover transport activity that has taken place, whereas the timetable data from Entur describes planned activity. By incorporating information from the real-time dataset, it is possible to account for delays and cancellations, which brings the estimates closer to realized operations. However, the real-time dataset is not yet complete and does not yet support reliable estimates of additional trips. The results nevertheless suggest that planned and realized operations differ little in most cases.

The next step of the project is to perform a similar analysis for 2025, evaluate the experiences, and extract lessons for the future production of public transport statistics. Despite the challenges and weaknesses identified, Entur data will probably play a role in future production. Even if the conclusion is that Entur data cannot be used directly in the short run, they can still contribute to monitoring and quality control. We also expect the data to improve in the coming years and to be extended to a broader set of indicators.

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Annex

This annex provides supplementary equations, definitions, and results related to the methodology and main findings presented in the paper. Section 1 describes the key variables used to derive route kilometres and route hours. Section 2 outlines the equations underlying the methodology described in Chapter 4. Section 3 presents the Entur estimates in tables for different transport modes. The equations and tables are numbered to support referencing between the main text and the annex.

1. Definitions of key variables

The following section presents the key variables from these datasets used to derive planned and realized route kilometers and route hours across transport modes and statistical units. A distinction is made between identifying variables, which define trips by operator and time, and measurement variables, which capture distance and duration at the trip level.

a. Identifying variables

In Timetable, the main identifying variables are *agency_id, agency_name*, *route_id, route_short_name, route_type, operating_date,* and *trip_id*.

The variables *agency_id* and *agency_name* identify the public transport authority or operator responsible for the service. These variables are important because they allow estimates to be grouped by operator or administrative unit.

The variable *route_id* identifies a specific route. Together with *route_short_name*, which provides a shorter public-facing route name, and *route_type*, which describes the transport mode used on the route, such as bus, tram, metro, boat, or ferry, route_id makes it possible to distinguish between different lines and services in a consistent way across datasets.

The variable *operating_date* indicates the calendar date on which a service is operated. This is particularly important for services that extend past midnight, where the operating date defines the service day even if some departure or arrival times fall on the following calendar day. Finally, *trip_id* is a unique identifier for a scheduled trip in the timetable data. It is used to distinguish individual vehicle journeys within a route and operating day.

In the Real-Time dataset, the main identifying variables are *DatedServiceJourneyId, VehicleMode, dataSource*, and *dataSourceName*.

DatedServiceJourneyId is a unique identifier for a realized service journey on a given operational date. In most cases, it corresponds to a combination of *trip_id* and *operating_date* from the timetable data. This makes it an important linking variable between planned and realized production. *VehicleMode* describes the transport mode used for the journey, for example bus, boat, or ferry. The variables *dataSource* and *dataSourceName* identify the source of the real-time data are used to group or validate observations by data provider.

b. Measurement variables

Measurement variables are used to calculate the actual indicators of interest:

- Route kilometers
- Route hours

In the Timetable dataset, the key measurement variables are *shape_dist_traveled*, *departure_time*, and *arrival_time*.

The variable *shape_dist_traveled* measures the cumulative distance travelled along the route up to a given stop point. For example, if a bus has travelled two kilometres by the time it reaches its fifth stop, then *shape_dist_traveled* equals 3 at that stop. Planned route kilometres can be derived by comparing the distance at the first and last relevant stop of a trip, or by using the maximum recorded distance for the trip.

The variables *departure_time* and *arrival_time* describe the planned departure and arrival times at each stop. These are used to calculate planned route hours. For each trip, the planned duration can be calculated as the time difference between the first planned departure and the final planned arrival.

In Real-Time, the key measurement variables are *JourneyCancellation*, *ArrivalTime*, and *DepartureTime*.

JourneyCancellation is a dummy variable that indicates whether a service journey was cancelled. This variable is important when calculating realized production, since cancelled journeys should normally be excluded from realized route kilometers and route hours.

ArrivalTime and *DepartureTime* record the observed times at stop level. These variables are used to calculate realized route hours by identifying the actual start and end times of a completed journey. In this context, realized route hours are based on observed vehicle movements rather than the planned timetable. When matched with the planned trip structure, the real-time data can also be used to determine whether planned route kilometers were actually operated.

c. Additional variables

The Planned Emissions dataset includes a variable called *Route_length_km*, which measures the estimated distance between the current stop and the previous stop. Unlike *shape_dist_traveled*, which gives the cumulative distance along the route, *Route_length_km* represents the distance of a route segment. This variable can therefore be summed across all stop-to-stop segments within a trip to calculate planned route kilometers. However, because *Route_length_km* is an estimated segment-level distance variable, it is not as consistent as *shape_dist_traveled*. As such, *shape_dist_traveled* is preferred where available, while *Route_length_km* has been used as an alternative distance measure in cases where *shape_dist_traveled* is missing, for example in the case of commercial boat services.

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2. Derivation of Methodology

a. Derivation of route kilometres

The production of route kilometres is based on a two-step aggregation procedure, where individual trips are first deduplicated and then aggregated across time and operators.

At the trip level, each service journey is uniquely identified by the combination of a journey ID, operator, and operating date. Since multiple observations may exist per journey (e.g. stop-level records), the total length of a trip is approximated by selecting the maximum recorded cumulative distance, $max(shape\_dist\_traveled_i)$. The trips length in kilometres is then derived as:

$$\text{(2.1.a.)}\ \ TL_i = max(shape\_dist\_traveled_i)$$

Where TL_i denotes the trip length of trip i. In the second step, trip lengths are aggregated to obtain total production. First, daily totals per operator are calculated as the sum of all trip lengths on a given operating date:

$$\text{(2.2.a.)}\ \ KM_{a,d} = \sum_{i \in (a,d)} TL_i$$

Where $KM_{a,d}$ represents total route kilometres for operator a on day d. Annual production is obtained by summing over all operating days within the reference year:

$$\text{(2.3.a.)}\ \ KM_a^{year} = \sum_d KM_{a,d}$$

This approach ensures a consistent and non-duplicated estimate of total route kilometres, reflecting the full scheduled production per operator over a reference year based on Entur data.

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b. Derivation of route hours

The derivation of route hours follows the same aggregation structure as the calculation of route kilometres but uses temporal rather than spatial information. For each service journey, route time is estimated as the elapsed time between the first observed departure and the last observed arrival for each. Route hours for journey i are calculated as:

$$(2.1.b.)\ \ TH_i = \frac{max\left(arrival_{time_i}\right) - max\left(departure_{time_i}\right)}{3600}$$

Where TH_i denotes the trips duration in hours. Daily route-hour production per operator is the dervied as:

$$(2.2.b.)\ \ RH_{a,d} = \sum_{i\in(a,d)} TH_i$$

Where $RH_{a,d}$ represents totalt route hours for operator a on day d. Annual production is obtained by aggregating over all operating days within the reference year:

$$(2.3.b.)\ \ RH_a^{year} = \sum_d RH_{a,d}$$

To ensure robustness in cases where either departure or arrival timestamps are missing, the available timestamp is used as a fallback substitute.

c. Adjusting for cancellations and delays

Baseline estimates of route kilometres and route hours are derived based on scheduled data from Timetable. In an attempt to better reflect actual service production, baseline estimates are subsequently adjusted using Real-Time data on cancellations and actual journey times. For route kilometres, observations for Timetable are linked with Real-Time data at a journey level. Services flagged as cancelled in Real-Time ($JourneyCancellation = 1$) are excluded from aggregation. Adjusted estimates of annual route kilometres can therefore be expressed as:

$$\text{(2.1.c.)}\quad KM_a^{adjusted} = \sum_d \sum_{i \in (a,d)} TL_i \times (1 - C_i)$$

Where $C_i \in \{0, 1\}$ is a cancellation indicator equal to 1 if journey i was cancelled, and 0 otherwise. This adjustment removes scheduled services that were cancelled from the production estimates. For route hours, Real-Time information is additionally used to account for delays from scheduled service time. For each journey, actual departure and arrival times are used whenever both are available in the Real-Time feed. If Real-Time observations are incomplete, the scheduled Timetable values are used as fallback estimates. The effective journey duration is therefore defined as:

$$\text{(2.2.c.)}\quad TH_i^{adjusted} = \frac{T_i^{arrival,*} - T_i^{departure,*}}{3600}$$

Were

$$\text{(2.2.c.)}\ T^* = \begin{cases} T^{actual}, if\ Real - Time\ observations\ are\ avaliable \\ T^{planned},\ otherwise \end{cases}$$

The adjusted annual route-hour estimate is then obtained as:

$$\text{(2.3.c.)}\quad RH_a^{adjusted} = \sum_i TH_i^{adjusted}$$

As a result, the estimates may better reflect realised operational production.

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3. Main Results

Table 3.1.a. Public transport by bus – county routes (Route kilometres)

2024	Vehicle kilometres (1 000 km)	Route kilometres (1 000 km)	Route kilometres (1 000 km)	Route kilometres (1 000 km)
	Public transport statistics (SSB)	KOSTRA (SSB)	ENTUR - Timetable	ENTUR - Timetable adjusted for cancellations in Real-Time
0 The whole country	367 752	311 347	295 735	294 978
31 Østfold	13 232	10 139	10 257	10 014
32 Akershus	56 307	49 544	43 810	43 622
03 Oslo	30 206	26 972	32 889	32 749
34 Innlandet	25 883	22 369	20 142	20 142
33 Buskerud	12 562	11 858	11 015	11 012
39 Vestfold	12 240	10 519	10 750	10 750
40 Telemark	10 921	9 341	9 358	9 358
42 Agder	23 379	19 151	19 822	19 756
11 Rogaland	27 695	22 810	22 730	22 724
46 Vestland	53 828	47 621	39 920	39 920
15 Møre og Romsdal	20 628	17 918	17 683	17 683
50 Trøndelag	40 643	30 318	29 984	29 954
18 Nordland - Nordlánnda	15 624	12 907	13 184	13 163
55 Troms - Romsa - Tromssa	17 878	13 962	8 296	8 258
56 Finnmark - Finnmárku Finmarkku	6 727	5 918	5 896	5 874

Table 3.1.b. Public transport by bus – county routes (Route hours)

2024	Vehicle hours (1 000 hours) Public transport statistics (SSB)	Route hours (1 000 hours) KOSTRA (SSB)	Route hours (1 000 hours) ENTUR - Timetable	Route hours (1 000 hours) ENTUR - Timetable adjusted for cancellations and delays in Real-Time
0 The whole country	13 359	[redacted]	8 634	17 409
31 Østfold	400	[redacted]	329	375
32 Akershus	2 146	[redacted]	1 471	2 852
03 Oslo	1 511	[redacted]	329	7 735
34 Innlandet	911	[redacted]	560	548
33 Buskerud	403	[redacted]	359	365
39 Vestfold	548	[redacted]	376	370
40 Telemark	296	[redacted]	277	277
42 Agder	752	[redacted]	550	556
11 Rogaland	991	[redacted]	779	710
46 Vestland	2 380	[redacted]	1 440	1 440
15 Møre og Romsdal	569	[redacted]	457	455
50 Trøndelag	1 307	[redacted]	968	1 004
18 Nordland - Nordlánnda	394	[redacted]	341	336
55 Troms - Romsa - Tromssa	569	[redacted]	264	256
56 Finnmark - Finnmárku Finmarkku	182	[redacted]	134	131

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Table 3.2.a. Public transport by bus – commercial routes (Route kilometres)

2024	Vehicle kilometres (1 000 km)	Route kilometres (1 000 km)	Route kilometres (1 000 km)
	Public transport statistics (SSB)	ENTUR - Timetable	ENTUR - Timetable adjusted for cancellations in Real-Time
The whole country	32 642	34 528	34 520
Eastern Norway	14 309	13 014	13 012
Southern Norway	0	0	0
Central Norway	1 211	4 609	4 609
Northern Norway	1 645	1 232	1 232
Interregional routes	930	1 171	1 171

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Table 3.2.b. Public transport by bus – commercial routes (Route hours)

2024	Vehicle hours (1 000 km)	Route hours (1 000 hours)	Route hours (1 000 hours)
	Public transport statistics (SSB)	ENTUR - Timetable	ENTUR - Timetable adjusted for cancellations and delays in Real-Time
The whole country	727	633	633
Eastern Norway	277	223	223
Southern Norway	0	0	0
Central Norway	58	107	107
Northern Norway	58	49	49
Interregional routes	41	27	27

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Table 3.3.a. Public transport by tram and metro (Route kilometres)

2024	Vehicle kilometres (1 000 km) Public transport statistics (SSB)	Route kilometres (1 000 km) KOSTRA (SSB)	Route kilometres (1 000 km) ENTUR - Timetable	Route kilometres (1 000 km) ENTUR - Timetable adjusted for cancellations in Real-Time
0 The whole country	17 251	16 817	17 022	17 022
03 Oslo	[redacted]	13 500	13 706	13 706
46 Vestland	[redacted]	2 990	2 990	2 990
50 Trøndelag	[redacted]	327	327	326

Table 3.3.b. Public transport by tram and metro (Route hours)

2024	Vehicle hours (1 000 hours) Public transport statistics (SSB)	Route hours (1 000 hours) KOSTRA (SSB)	Route hours (1 000 hours) ENTUR - Timetable	Route hours (1 000 hours) ENTUR - Timetable adjusted for cancellations and delays in Real-Time
0 The whole country	17 251	[redacted]	659	659
03 Oslo	[redacted]	[redacted]	540	540
46 Vestland	[redacted]	[redacted]	105	105
50 Trøndelag	[redacted]	[redacted]	13	13

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Table 3.4.a. *Public transport by boat – county routes (Route kilometres)*

2024	Vehicle kilometres (1 000 km)	Route kilometres (1 000 km)	Route kilometres (1 000 km)	Route kilometres (1 000 km)
	Public transport statistics (SSB)	KOSTRA (SSB)	ENTUR - Timetable	ENTUR - Timetable adjusted for cancellations in Real-Time
The whole country	6 159	6 739	4 980	4 974
Eastern Norway	493	447	547	547
Southern Norway	52	34	80	80
Central Norway	2 422	2 809	1 679	1 679
Northern Norway	1 165	1 305	969	963

Table 3.4.b. *Public transport by boat – county routes (Route hours)*

2024	Vehicle hours (1 000 hours)	Route hours (1 000 hours)	Route hours (1 000 hours)	Route hours (1 000 hours)
	Public transport statistics (SSB)	KOSTRA (SSB)	ENTUR - Timetable	ENTUR - Timetable adjusted for cancellations and delays in Real-Time
The whole country	244	[redacted]	204	205
Eastern Norway	38	[redacted]	44	45
Southern Norway	7	[redacted]	10	10
Central Norway	98	[redacted]	64	64
Northern Norway	37	[redacted]	31	30

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Table 3.5.a. Public transport by boat – commercial routes (Route kilometres)

2024	Vehicle kilometres (1 000 km)	Route kilometres (1 000 km)	Route kilometres (1 000 km)
	Public transport statistics (SSB)	ENTUR - Timetable	ENTUR – Timetable adjusted for cancellations in Real-Time, supplemented with estimates from Planned Emission
The whole country	252	0	89
Eastern Norway	200	0	40
Southern Norway	31	0	0
Central Norway	0	0	46
Northern Norway	21	0	4

Table 3.5.b. Public transport by boat – commercial routes (Route hours)

2024	Vehicle hours (1 000 km)	Route hours (1 000 hours)	Route hours (1 000 hours)
	Public transport statistics (SSB)	ENTUR - Timetable	ENTUR - Timetable adjusted for cancellations and delays in Real-Time
The whole country	47	21	21
Eastern Norway	36	7	7
Southern Norway	5	0	0
Central Norway	0	12	12
Northern Norway	5	3	3

Table 3.6.a. (I) Rail transport (Route kilometres)

2024	Vehicle kilometres (1 000 km)	Route kilometres (1 000 km)	Route kilometres (1 000 km)	Route kilometres (1 000 km)
	Rail transport statistics (SSB)	ENTUR - Timetable	ENTUR - Timetable adjusted for planned bus-for-train trips	ENTUR - Timetable adjusted for planned bus-for-train trips and cancellations in Real-Time
000 All routes	42 288	45 208	43 134	42 531
100 Local trains – all routes	23 764	25 331	25 060	24 624
116 Local trains Oslo	13 097	13 291	13 130	12 842
114 Airport Express	4 395	5 284	5 211	5 132
115 Gjøvik Line	1 380	1 821	1 821	1 802
120 Local trains Stavanger	1 715	1 734	1 726	1 687
130 Local trains Bergen	1 344	1 375	1 361	1 354
140 Local trains Trondheim	1 832	1 826	1 811	1 807
301 Regional trains – all routes	2 323	2 222	2 074	2 044
150 The Røros Railway	1 030	1 107	1 033	1 026
160 The Flåm Railway	93	96	96	95
380 Other regional train routes	1 200	1 019	945	923
200 InterCity – All routes	8 438	8 446	7 964	7 928
240 InterCity – Oslo – Halden	1 969	1 410	1 342	1 337
250 InterCity – Oslo – Lillehammer	2 796	2 942	2 805	2 795
260 InterCity – Oslo – Skien	3 673	4 095	3 817	3 795

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Table 3.6.a. (II) Rail transport (Route kilometres)

2024	Vehicle kilometres (1 000 km) Rail transport statistics (SSB)	Route kilometres (1 000 km) ENTUR - Timetable	Route kilometres (1 000 km) ENTUR - Timetable adjusted for planned bus-for-train trips	Route kilometres (1 000 km) ENTUR - Timetable adjusted for planned bus-for-train trips and cancellations in Real-Time
390 Night and long-distance trains – all trains	7 764	9 209	8 036	7 935
321 The Sørland Railway	2 793	3 147	2 935	2 887
311 The Bergen Railway	1 758	1 858	1 818	1 797
331 The Dovre Railway	1 734	2 683	1 775	1 765
341 The Nordland Railway	1 479	1 522	1 508	1 486

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