
Number	EMI8
Indicator name	Transport performance in passenger rail transport
Area	M
Indicator definition	Total performance of rail transport used by residents of the city/city district /municipality and other entities (public sector – business trips) in passenger-kilometers (journeys of persons residing in the city/city district/municipality around the city/city district/municipality and outside the city/city district/village). These are public transport (trams) and passenger transport by rail. The output is then converted to the corresponding greenhouse gas emissions.
Indicator unit	kg CO ₂ e/pers.
Key words	Public transport, rail transport
Reason for tracking and usability	The transport sector contributes to about a quarter of greenhouse gas emissions in cities in the Czech Republic and Slovakia. Reducing greenhouse gas emissions from transport will have a relatively significant impact in terms of overall mitigation policy. The reason for monitoring is that the aim of mitigation policy should be, especially in cities, a growing share of public transport in total passenger transport performance. In the future, bus transport may also use low-emission fuels or zero-emission electricity for trolleybuses and produce zero direct emissions. In addition to mitigation, the indicator is also linked to transport policy, environmental protection policy and, indirectly, other aspects (possibility of parking in cities, link to adaptations, etc.).
Completeness, representativeness, validity	The limit of completeness and representativeness of the indicator is the possibility of data collection. The preferred method is a questionnaire survey of a representative sample of the population. This sample also includes children (age category 0–15).

Description of data processing	We obtain the most accurate data for the municipality by conducting a standardized research "Mobility and local transport". The data are obtained directly from a survey of a statistically significant sample of the population living in the city. A simple questionnaire can be used for this purpose. The sample size should be at least 4% of the municipality's population, depending on its size. The obtained data on the number of trips by bus and trolleybus transport and their length need to be statistically evaluated and recalculated into the necessary units - "passenger-kilometers" per inhabitant of the municipality and year.
Data source	The primary source of data is personal mobility surveys in the city. If it is not possible to determine the number of passenger-kilometers for individual modes of transport in this way, less precise methods based on transport data at the regional level can be used. These mobility data are regularly published by the Ministry of Transport within the Transport Yearbook, Official Statistics or other surveys of passenger transport in urban public transport. However, the use of this data is less accurate and does not correspond to the specifics of the city / district / municipality.
Tracking frequency	Once every 2 years
Urban influence	The city/city district /municipality and the organizations managed by it can support public transport, bicycle transport and pedestrian transport and actively restrict individual car transport in cities/city districts/municipalities through a mix of different measures. Both the state and private companies can invest in the growing quality of bus transport between cities. The overall values of the indicator are mainly influenced by the citizens by their behavior.
Presentation method	The results will be presented in a uniform Klimasken framework on a five-point scale according to specified intervals (kg CO ₂ e / inhabitant)
Responsibility	Processor KLIMASKEN, city, city district, municipality
