

Key Performance Indicators

In this paragraph we report the 2021 figures regarding:

- the Capacity KPIs compared to the previous year
- the Operation KPIs with punctuality at origin / destination, and the share of delay minutes according to groups of causes
- the Market KPIs describing the Traffic Volume in terms of number of trains crossing the corridor border points
- the punctuality at border stations and at relevant points

Capacity KPIs

		2021 TT2022	2020 TT2021		
CAP	Offered Capacity	Volume of offered capacity (PaPs) at X-11 (in Mio. km*days)	13,7	13,8	
		Volume of offered capacity (RC) at X-2 (in train km.)	1,8	1,9	
	Requested Capacity	Volume of requested capacity (PaPs) at X-8 (in Mio. km*days)	5,6	7,6	
		Volume of requested capacity (RC) at X+12 (in Mio. km*days)	AR2022	0	
		Volume of requests (PaPs) at X-8	45	49	
		Volume of requests (RC) at X+12	AR2022	0	
	Pre-booked Capacity	Volume of pre-booked capacity (PaPs) at X-7,5 (in Mio. km*days)	4,4	5,5	
	Conflicting requests	Number of conflicts (PaPs)	23	38	
	TCR-affected capacity	Share of pre-booked PaPs affected by TCRs (in PaP days)	0%	0%	
	Response time for a corridor offer (RC)	Number of days needed by the C-OSS to deliver an RC-offer to a customer	AR2022	not applicable	
	Integration of the product	Number of PaP-requests including Terminal slots (TICO)	0	1	
	Cross-corridor PaP-requests	Number of PaP-requests including at least one PaP-segment on another RFC (in %)	17,8	14,3	
	Cancellation/Modification rate	Cancellations / modification rate of PaPs before TT change (share of not cancelled days)	73%	87%	
	Planned speed	Average planned speed of PaPs at X-11 (in km/h)	Alnabru-Göteborg	58	56
			Göteborg-Malmö	61	66
			Katrineholm-Malmö	61	59
			Hallsberg-Malmö	64	69
			Malmö-Maschen	65	63
			Maschen-München	65	69
			München-Verona	52	53
Ratio of capacity	Ratio of capacity allocated by the C-OSS and the total allocated capacity at TT change	Kornsjö	0%	0%	
		Peberholm	59%	59%	
		Padborg	52%	50%	
		Kufstein	0%	1%	
		Brennero	0%	2%	

Operations KPIs

KPI	Definition	Source	2021	2020
Punctuality at origin	Percentage of trains on time (30') at origin / (RFC Entry)	TIS / OBI	66 %	71 %
Punctuality at destination	Percentage of trains on time (30') at destination / (RFC Exit)	TIS / OBI	55 %	64 %

Delay Causes

Share of delay minutes in respective group of delay causes

- Source: TIS / OBI
- Content: all international trains on the corridor which cross at least one corridor border

Delay Group	2021	
	North - South	South - North
Infrastructure Manager	11 %	10 %
Railway Undertaking	58 %	59 %
Secondary	29 %	29 %
External	3 %	3 %

Market KPIs

Number of train runs crossing the defined border points

Border point(s)	North - South	South – North	Data source
Kornsjö	584	645	BaneNOR
Peberholm	3478	3487	TRV
Padborg / Flensburg	4566	4550	DB
Kiefersfelden / Kufstein	13122	12838	DB/ÖBB
Brennero / Brenner	9983	9883	ÖBB/RFI

Punctuality measures

Punctuality at border stations and important points – general remarks

Punctuality 0-30 minutes (%)

- Source: TIS / OBI
- Content: all international trains on the corridor which cross at least one corridor border
- Main traffic is on the stretches Malmö - Maschen and Munich – Verona
- Only a few trains run on Northern and Southern part of the corridor (e.g., from Scandinavia to Italy), so there is barely a direct connection between punctuality at Maschen and Munich (and vice versa)
- Especially the departure figures at Munich and Maschen are negatively influenced by trains arriving from other parts Germany as well as from the Netherland and Belgium. The punctuality of these trains is significantly lower than the average.

Point	Punctuality N-S	+/- 2020	Remarks
Malmö departure	83	-6	
Peberholm (run through)	80	-8	
Flensburg (run through)	64	-8	
Maschen Rbf arrival	52	-12	
Munich departure	62	-6	Aggregated from different stations
Kufstein arrival	63	-7	
Kufstein departure	62	-5	
Brennero / Brenner arrival	60	-6	
Brennero / Brenner departure	49	-9	
Verona QE arrival	52	-13	

Comments on Comparability of the data / Data Quality

- Punctuality is calculated on base of delta-t (delay) for defined points in TIS
- This delta-t is delivered by the national system (based on the timetable there)
- Different national processes (e.g. for train numbering, timetabling or ad hoc trains) can lead to deviations
- If the different train parts have different numbers, the connection gets lost in many cases (not linked trains)
- The problem can influence punctuality figures and the amount of trains

Point	Punctuality S-N	+ / - 2020	Remarks
Verona QE departure	65	-7	
Brennero / Brenner arrival	62	-11	
Brennero / Brenner departure	50	-11	
Kufstein arrival	56	-6	Starting trains between Brenner and Kufstein
Kufstein departure	55	-8	
Munich arrival	52	-11	Aggregated from different stations
Maschen Rbf departure	66	-6	Incl. trains starting in other parts of Germany, NL or B
Flensburg (run through)	56	-6	*
Peberholm (run through)	64	-7	*
Malmö arrival	68	-4	*