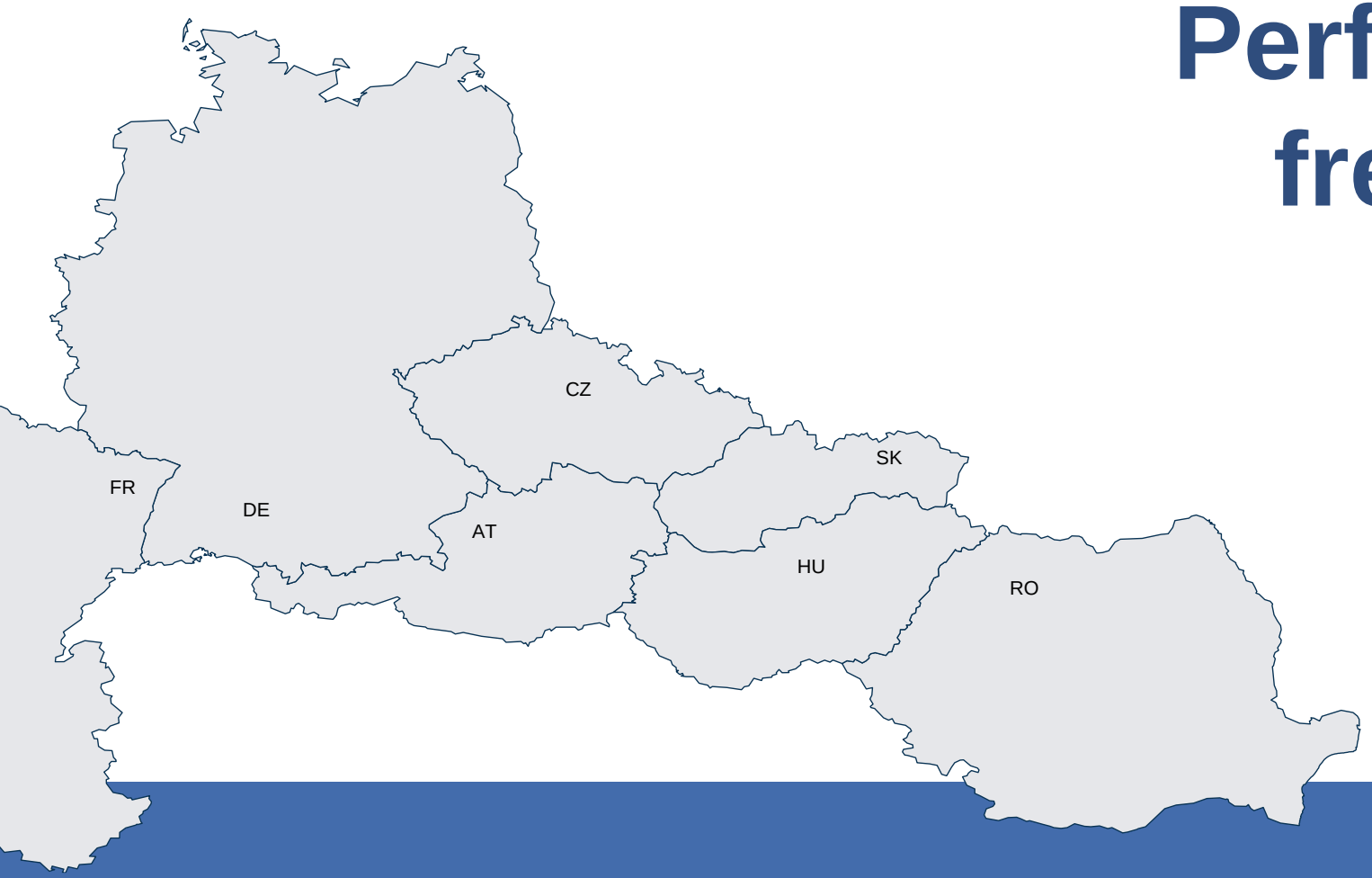
RAIL FREIGHT CORRIDOR Rhine-Danube

Co-financed by the European Union
Connecting Europe Facility



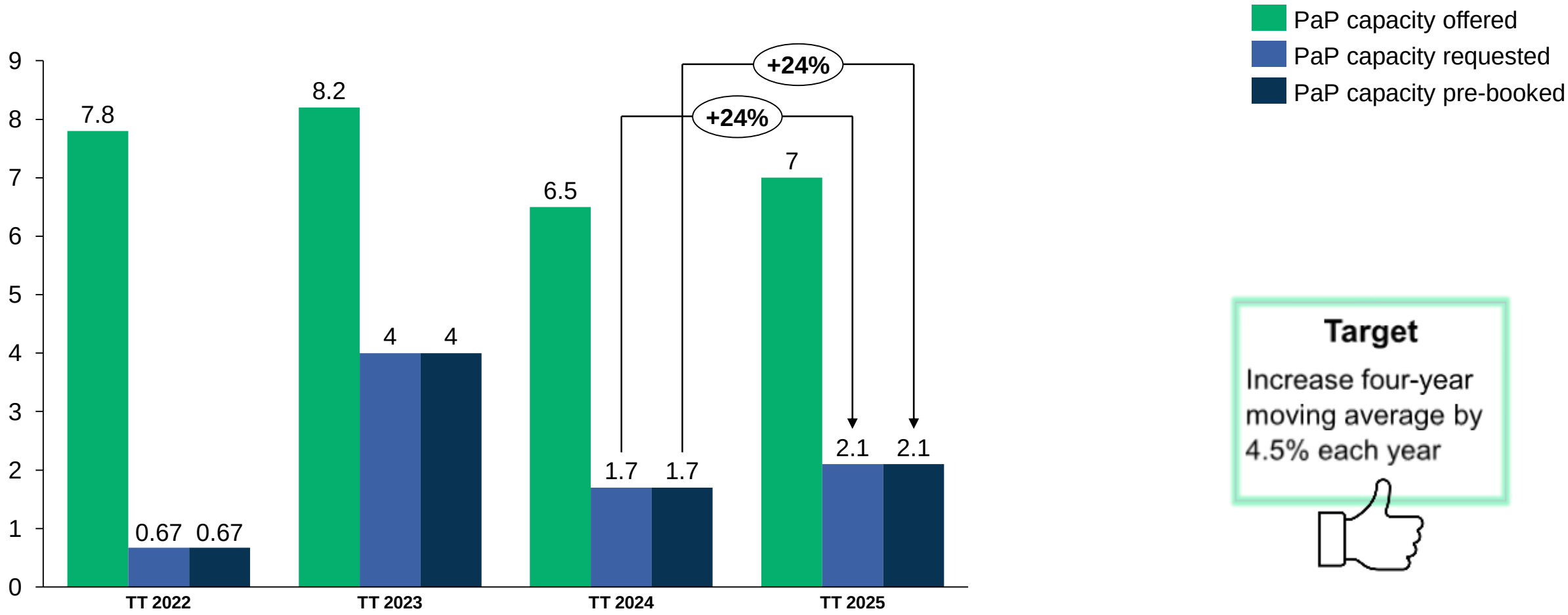
Performance of the freight corridor

2024

KPI 01: Volume of offered Capacity (PaPs)
KPI 02: Volume of requested capacity (PaPs)
KPI 03: Volume of pre-booked capacity (PaPs)

Figures in Million Path-km (distance x running days) – Calculation until the border to Hunagry in order to avoid dublication with overlapping sections of RFC OEM

RAIL FREIGHT CORRIDOR Rhine-Danube

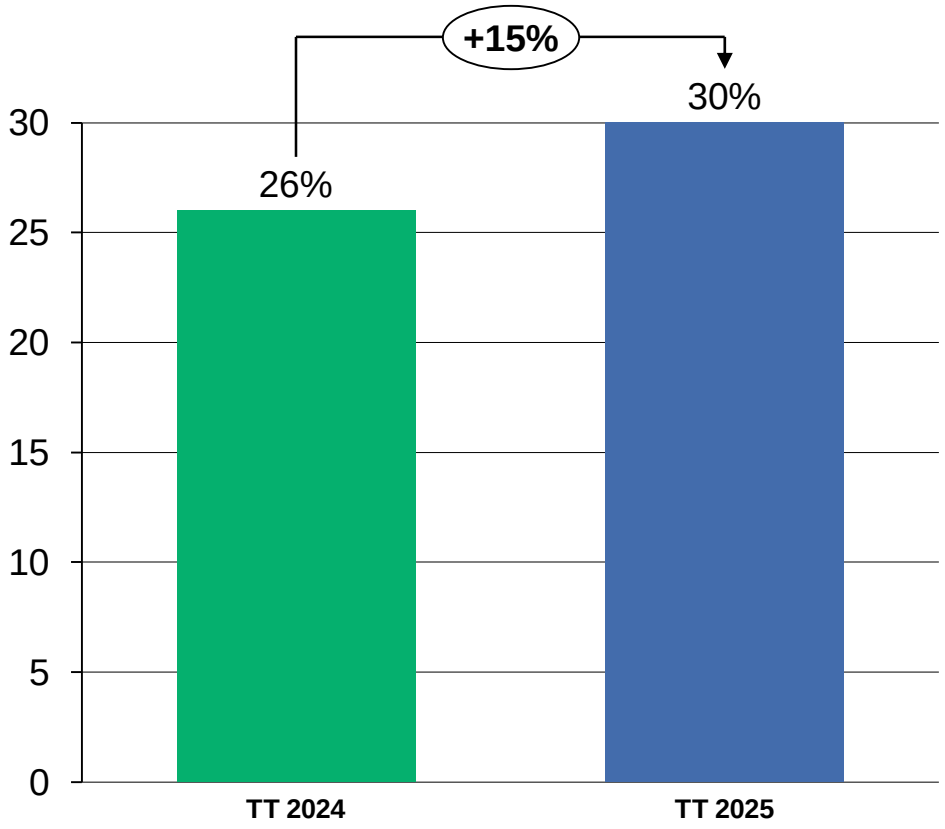


Target

Increase four-year moving average by 4.5% each year

KPI 04: Ratio of pre-booked capacity (PaPs)

Figures in Million Path-km (distance x running days) – Calculation until the border to Hunagry in order to avoid dublication with overlapping sections of RFC OEM



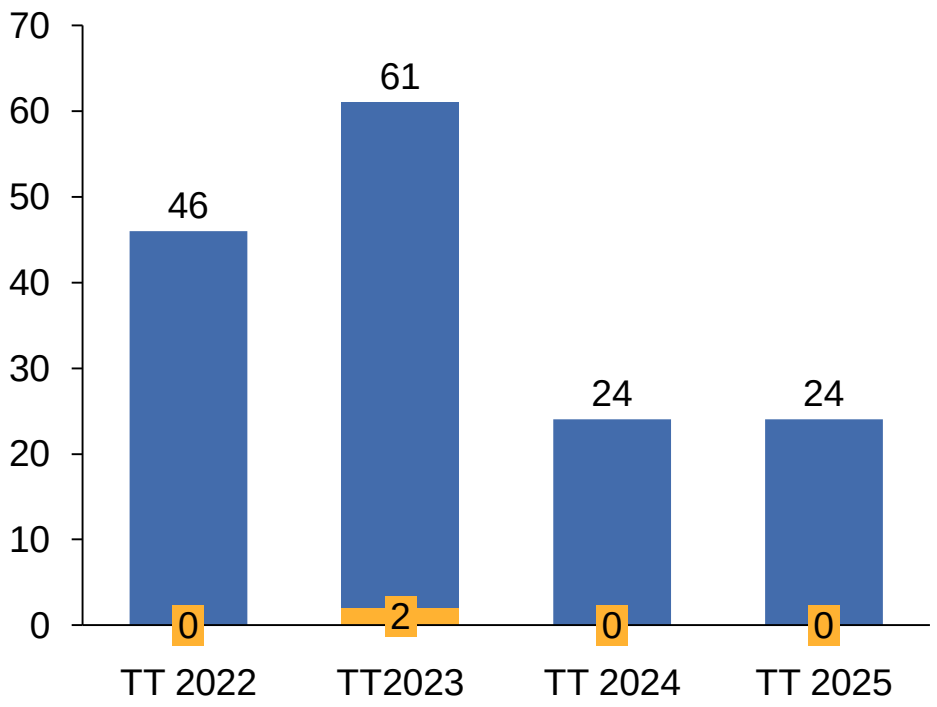
Target

Increase four-year moving average by 4.5% each year

Main reasons for higher volume of offer

- The PaP offer on all RFC corridors is subject to fluctuations in TCR planning. On the Slovak and Czech network, there are fewer TCRs, resulting in a higher PaP offer.
- The lower number of TCRs on the German network also leads to a higher PaP supply in combination with a slightly higher PaP request from RU side.
- There is a strong temporal influence between Wishlist and requesting PaPs. Wishlist was sent out in May but pre-booking of PaPs was finished by April next year. Some customers withdrew their wishes during this time.
- In some cases, depending of the available capacity, the status quo offer could still make up some ground. In this case PaP was offered although there was not request frome the Wishlist. But it was stable traffic during last year and was worth of offer

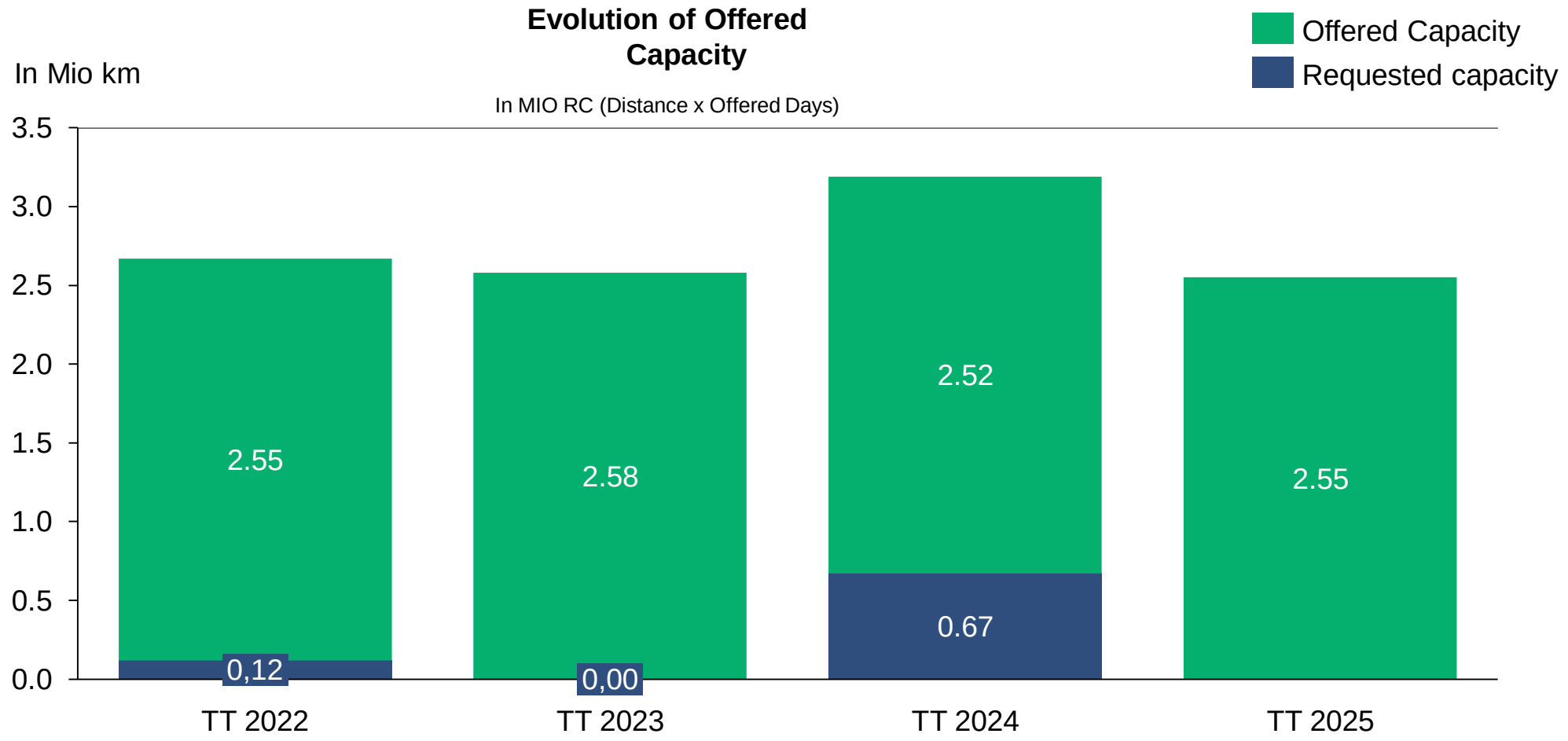
KPI 05: Number of requests (PaPs)
KPI 06: Number of conflicts (PaPs)



Acceptance of final offer

All dossiers were accepted by the applicants.

KPI 07: Volume of offered capacity (RC), Volume of requested capacity (RC)

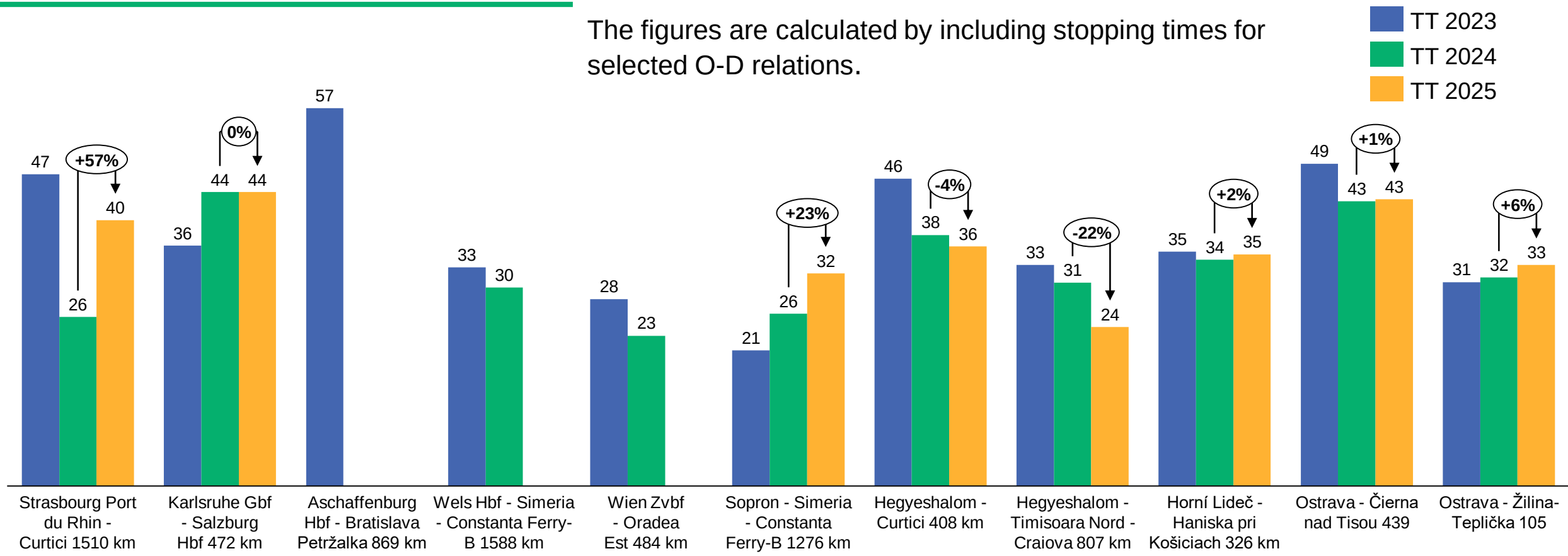


Explanations for low volume of RC request

- The four-week lead time of the reserve capacity product makes it unattractive of customers as an ad-hoc request. In the national systems, ad-hoc request is possible at any time.
- According to the respondents to the annual user satisfaction survey, if ad-hoc timetable is more advantageous, the RUs will choose that one for business perspective.

KPI 08: Average planned speed of PaPs

The figures are calculated by including stopping times for selected O-D relations.



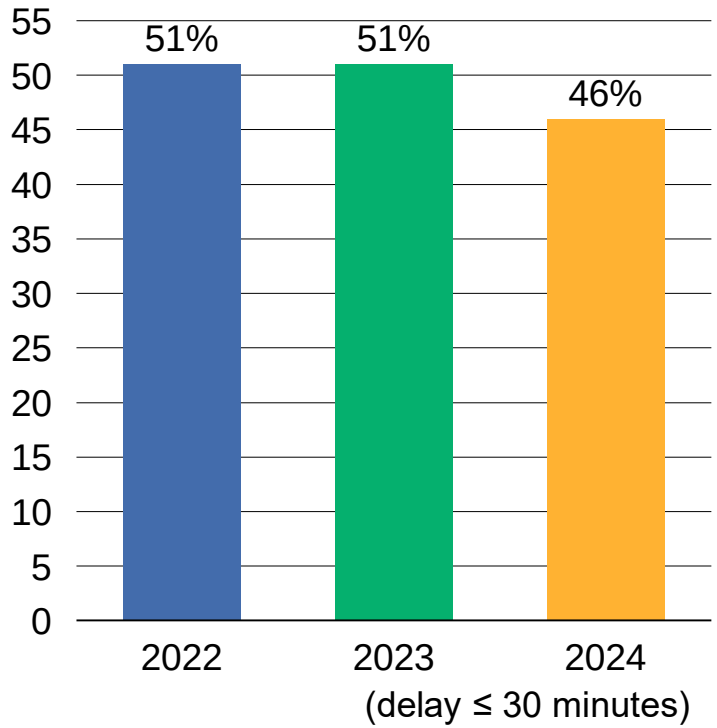
Speed incl. Stopping Time [km/h]

Main reasons affecting the average planned speed of PaPs and actions to increase it

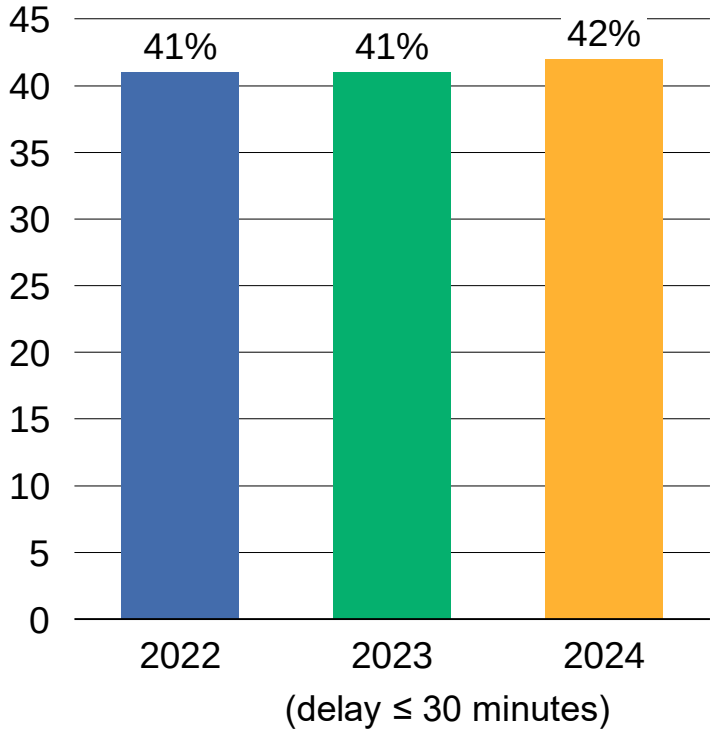
- Long dwell time is one of the major factors affecting the average planned speed negatively. For instance, the dwell time is extremely long in Curtici station, which does not belong to the Schengen zone.
- On the other hand TCRs are also a factor for longer average planned speed. For instance, due to the reconstruction of line Békéscsaba – Lőkösháza border, trains had to be diverted via Episcopia Bihor which results in a longer average planned speed.
- On the other hand, a better cooperation between France and Germany resulted in a better average planned speed on the main line to Romania
- Actions to increase the average planned speed: regular meetings (Quality Circle Operations) at border sections take place in order to determine bottlenecks and finding solutions

KPIs for Punctuality – Comparison between 2022, 2023, and 2024

Punctuality at origin (RFC entry)



Punctuality at destination (RFC exit)



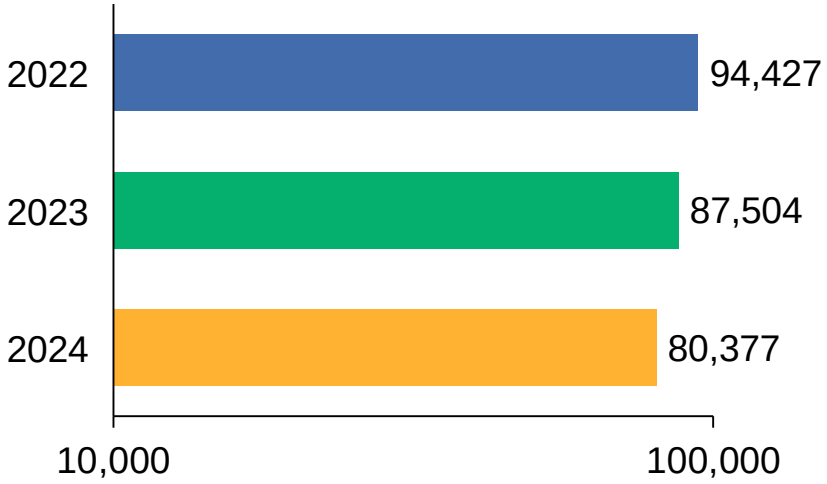
A corridor train is considered to be punctual if it has a delay of 30 minutes or less.

Conclusion

- There are lots of reconstruction, building and maintanance works on the network almost whole Europe
- The gradual increase in passenger trains traffic has a negative impact on freight trains traffic flows
- While the punctuality at origin value has decreased 5%, the punctuality at destination value increased 1%
- The punctuality value on the corridor improved 6% (from 10% to 4%)

Number of trains crossing a border along the RFC – Comparison between 2022, 2023 and 2024

- This KPI demonstrates the total number of all international freight trains crossing at least one border along RFC RD.
- At present, we are not able to differentiate between trains running on PaPs or trains running on a regular international train path. Therefore, we count all international trains that are running on the lines of the RFC. Trains passing more than one border on the RFC are counted only once.

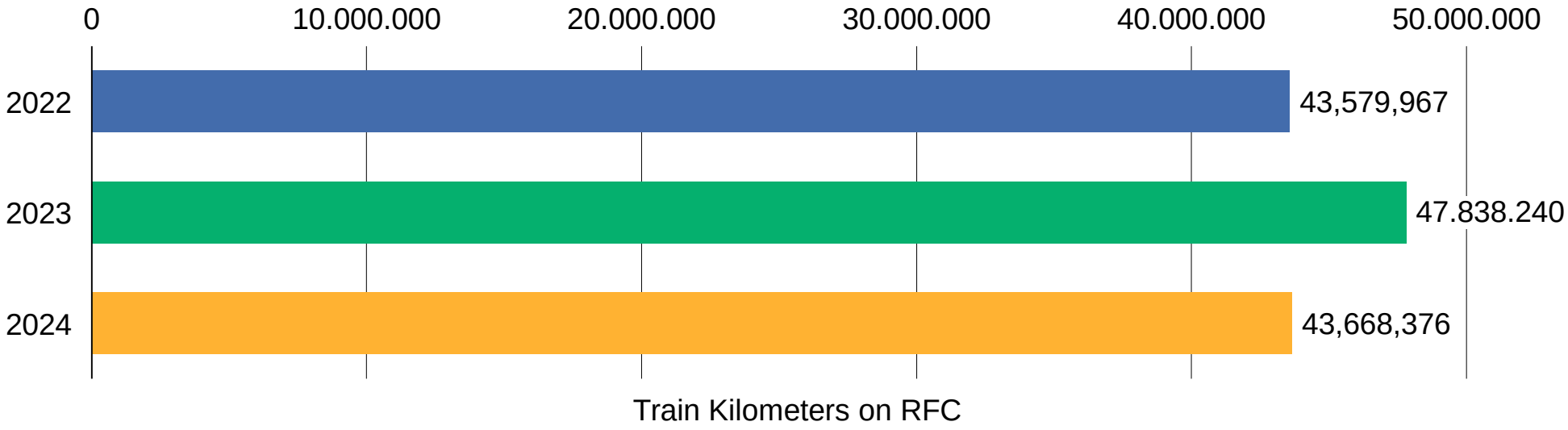


Conclusion

- There are lots of reconstruction, building and maintanance works on the network almost whole Europe
- The gradual increase in passenger trains traffic has a negative impact on freight trains traffic flows
- External economic reasons (Change of transport volume and mode)
- Increased competition in the transport sector with rising fares

KPI: Train kilometers of trains crossing a border along the RFC in 2023 – Comparison between 2022, 2023 and 2024

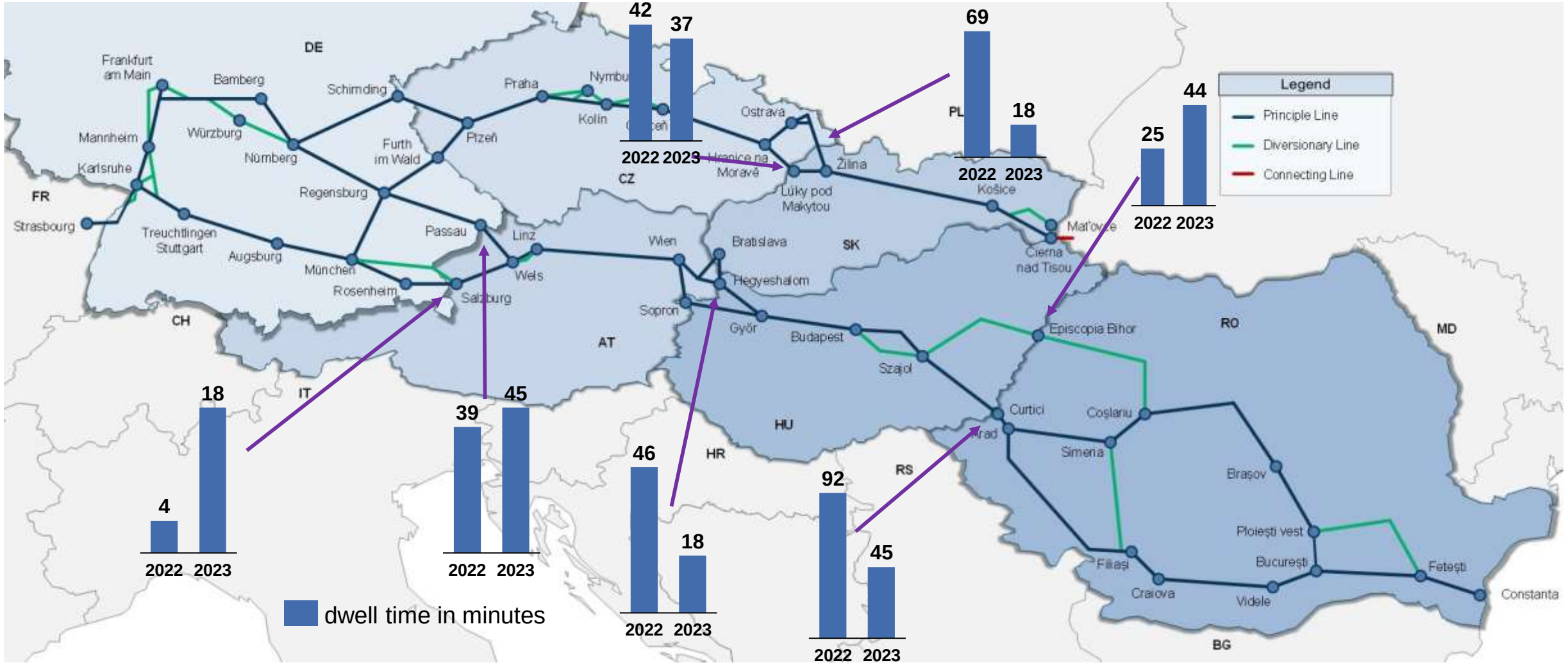
- This KPI demonstrates the total volume of train kilometers of all international freight trains crossing at least one border along RFC RD.



Conclusion

- Restructuring of transport logistics (increase in the number of longer distance running trains)
- External economic reasons that make the volume of transport unpredictable
- Increased competition in the transport sector with rising fares

KPI: Average planned dwell time per border – Comparison between 2022, 2023, 2024



KPI: Average real dwell time per border – background information

- This KPI shows the average real time related to the border-crossing procedures and/or operational concepts of all international freight trains crossing a specific border.
- The calculation of this KPI is based on the data available in RNE's Train Information System. The presented data might differ from the data gathered in the national systems of the IMs due to data quality differences.
- For those borders for which data are not presented, the KPIs will be published as soon as the ongoing improvement actions to improve data quality are completed.
- is KPI shows the average time planned in the timetable related to the border-crossing procedures and/or operational concepts of all international freight trains crossing a specific border.
- A lower planned dwell time can mean that a big share of trains is just planned to run through via the border section with no foreseen procedures.

KPI: Average real dwell time per border – Comparison between 2022, 2023 and 2024 – Data collection ongoing

Border	Direction	2022 (in minutes)	2023 (in minutes)	2024
Schirnding – Cheb	SŽCZ – DB InfraGO	142	156	
	DB InfraGO - SŽCZ	69	67	
Mosty u Jablunkova – Čadca	ŽSR - SŽCZ	67	62	58
	SŽCZ - ŽSR	55	59	
Strasbourg – Kehl	DB InfraGO – SNCF Réseau	N/A	N/A	
	SNCF Réseau – DB InfraGO	N/A	N/A	
Furth im Wald – Česká Kubice	SŽCZ – DB InfraGO	N/A	N/A	
	DB InfraGO - SŽCZ	N/A	N/A	
Horní Lideč – Lúky pod Makytou	ŽSR - SŽCZ	3	51	
	SŽCZ - ŽSR	2	14	

KPI: Average real dwell time per border – Comparison between 2022, 2023 and 2024 – ongoing

Border	Direction	2022 (in minutes)	2023 (in minutes)	2024
Passau – Schärding	DB InfraGO – ÖBB Infra	N/A	N/A	
	ÖBB Infra – DB InfraGO	N/A	N/A	
Freilassing – Salzburg	DB InfraGO – ÖBB Infra	N/A	N/A	
	ÖBB Infra – DB InfraGO	N/A	N/A	
Nickelsdorf – Hegyeshalom	MÁV – ÖBB Infra	95	87	
	ÖBB Infra – MÁV	84	78	
Kittsee - Bratislava-Petržalka	ÖBB Infra – ŽSR	123	78	99
	ŽSR – ÖBB Infra	124	72	
Baumgarten – Sopron	ÖBB Infra – GYSEV	2	N/A	
	GYSEV – ÖBB Infra	4	N/A	

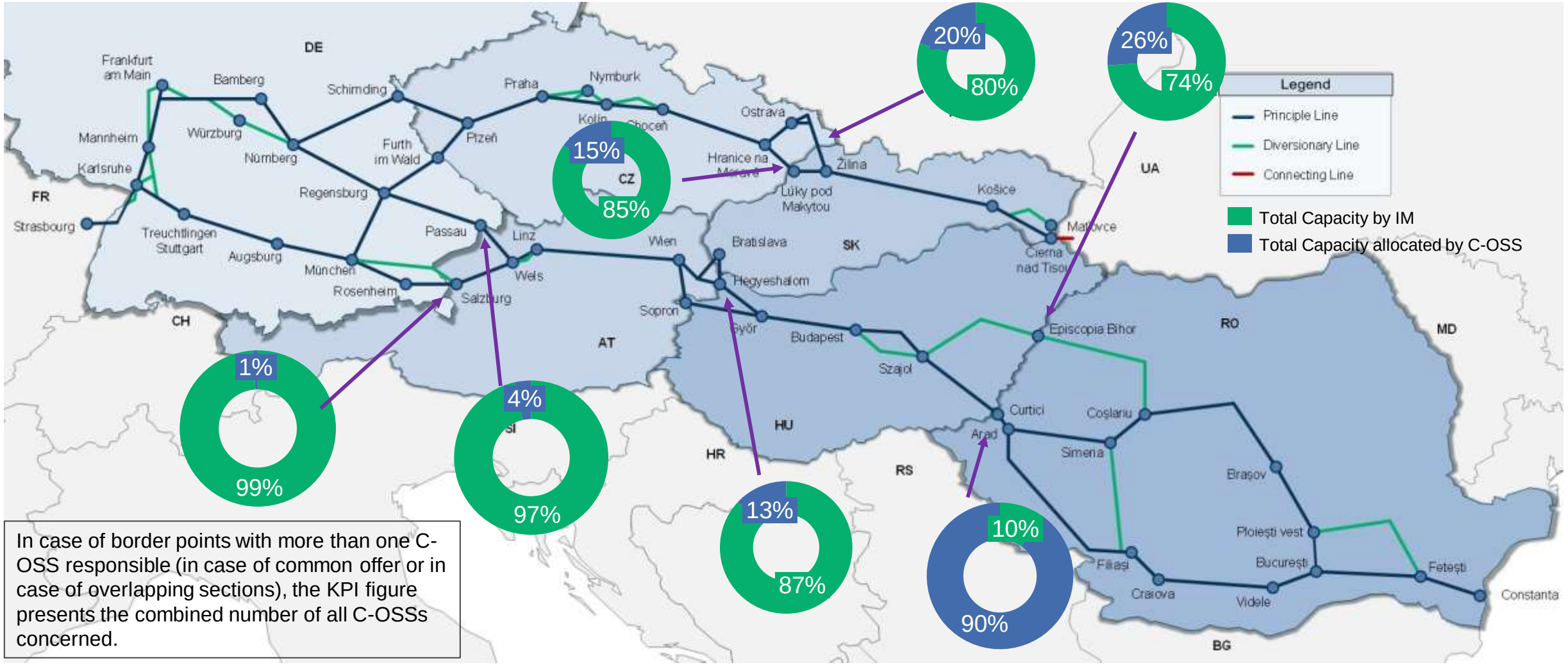
KPI: Average real dwell time per border – Comparison between 2022, 2023 and 2024 – ongoing

Border	Direction	2022 (in minutes)	2023 (in minutes)	2024
Rusovce – Rajka	GYSEV - ŽSR	86	127	
	ŽSR - GYSEV	76	70	
Lőkösháza - Curtici	CFR – MÁV	973	751	
	MÁV – CFR	274	305	
Biharkeresztes – Episcopia Bihor	CFR – MÁV	64	112	
	MÁV – CFR	67	104	

Conclusion

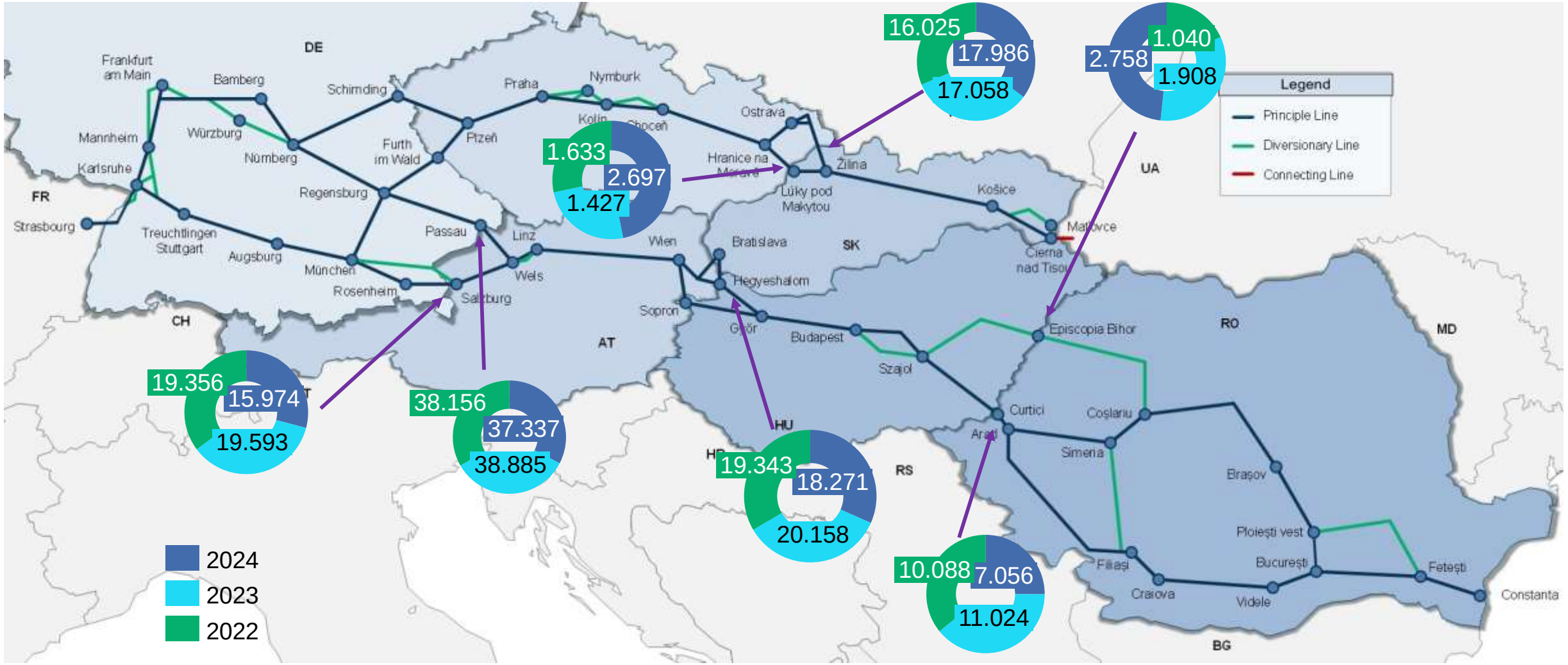
- For the border section Lőkösháza - Curtici, the difference between the data in the TIS and the data in the national system is too significant, so that this KPI for this border is published based on data from the national system. This border section as a non-Schengen border has been particularly in the focus since the dwell time significantly decreased due to the migration crisis that started in 2017. A decicated cross-border cooperation group comprising RUs, the two IMs, and the terminal was set up to tackle the problem. The group has done a deep investigation on the procedures of the border section and the circumstances of the traffic and it proposed improvement measures to make traffic flow more smoothly. As a result of the joint work, train crossing times at the border have improved, meaning a reduction of around 3 hours in the waiting time, which is still far from the desired 120-minute target.

KPI 01: Ratio of the capacity allocated by the C-OSS to total allocated capacity



In case of border points with more than one C-OSS responsible (in case of common offer or in case of overlapping sections), the KPI figure presents the combined number of all C-OSSs concerned.

KPI 02: Number of trains per border



Conclusion

- At Biharkeresztes - Episcopia Bihor border traffic is increasing continuously thanks for the renewal of the line on the Hungarian side, but from this year the renewal works started on the Romanian side what will cause long closure at the border crossing, and it will affect the traffic indicators in the next year.
- At Lőkösháza – Curtici border crossing the renewal works finished this year and we expect that the traffic will be smooth in the future

KPI: Train kilometers of trains per border – Comparison between 2022,2023 and 2024 (data collection ongoing)

Border	2022	2023	2024
Schirnding – Cheb	631 986	826 887	
Mosty u Jablunkova – Čadca	2 839 877	2 873 455	2 626 109
Strasbourg – Kehl	94 551	126 476	
Furth im Wald – Česká Kubice	24 659	23 728	
Horní Lideč – Lúky pod Makytou	347 317	182 895	
Passau – Schärding	20 885 807	26 594 457	
Freilassing – Salzburg	8 155 636	7 487 182	
Nickelsdorf – Hegyeshalom	11 504 888	12 171 524	
Kittsee - Bratislava-Petržalka	2 192 867	3 321 830	4 146 057
Baumgarten – Sopron	289 847	N.A	

KPI: Train kilometers of trains per border – Comparison between 2022, 2023 and 2024

Border	2022	2023	2024
Rusovce – Rajka	1 146 809	1 226 235	
Lőkösháza - Curtici	2 611 829	3 773 084	
Biharkeresztes – Episcopia Bihor	824 455	1 394 290	

This KPI represents the volume of train kilometers between origin and destination of international freight trains crossing a border along the RFC.