

# ScanMed Rail Freight Corridor: 2022-23 Key Performance Indicators

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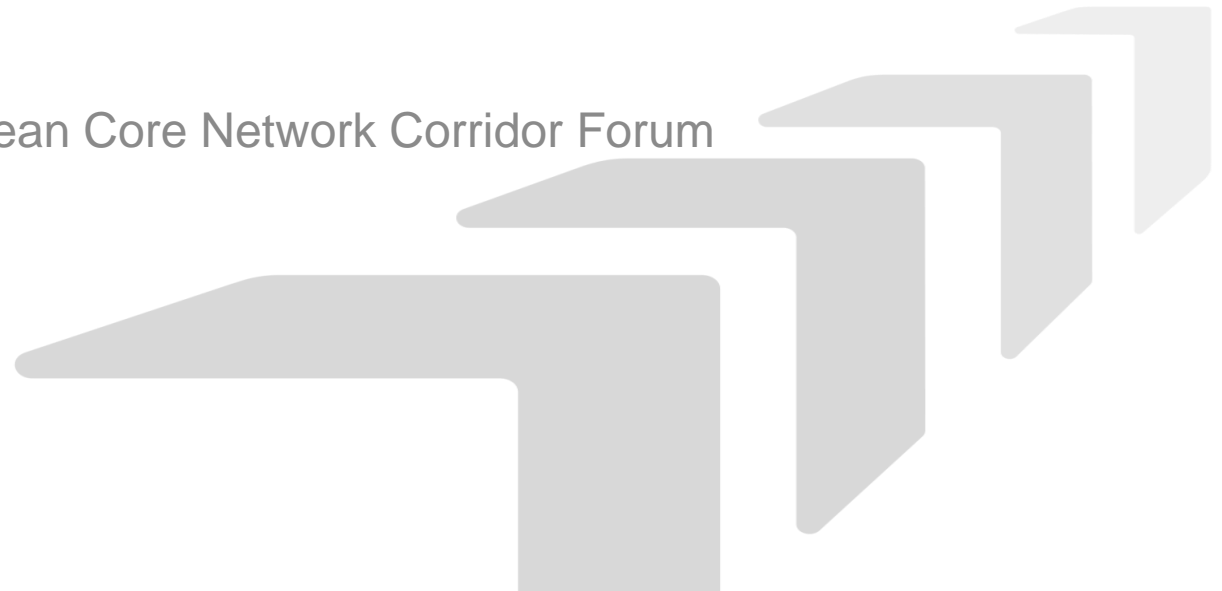
## Reports from Scandinavian-Mediterranean Corridor's stakeholders

19th Meeting of the Scandinavian-Mediterranean Core Network Corridor Forum

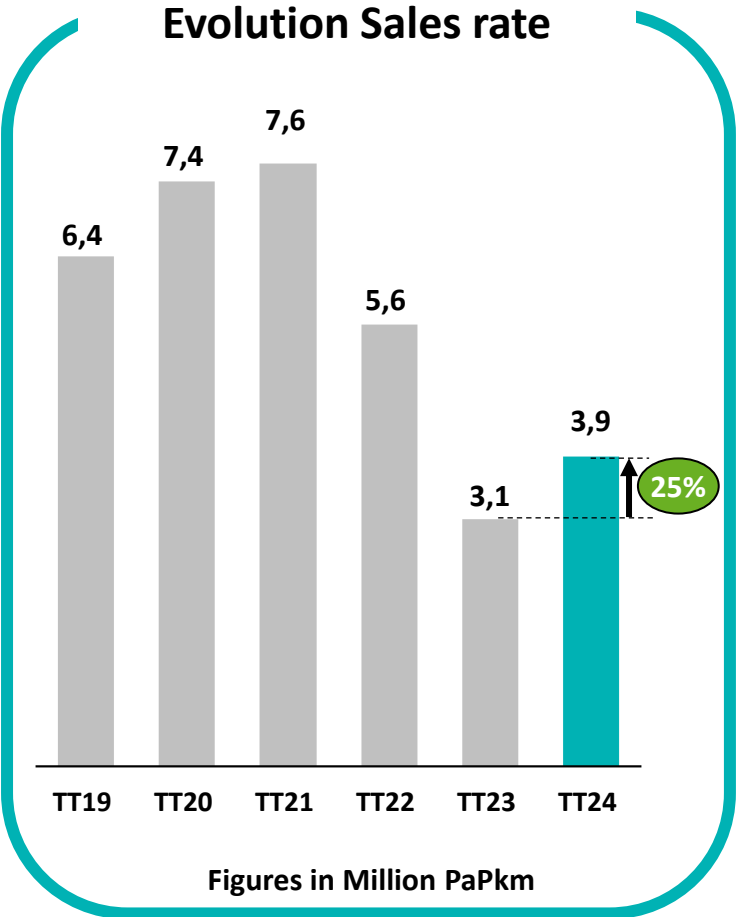
Tuesday, 14 November 2023, Brussels



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# ScanMed Rail Freight Corridor: 2022-23 Main KPIs at a glance



Evolution Capacity sales  
Pre-Arranged Paths (PaPs)

Punctuality  
[at destination 30']

**48 %**

Customer satisfaction  
[USS 2022]

**89 %**

Terminals offering  
integrated capacity

**8**

Average Planned Speed of  
PaPs TT2024 [Km/h]

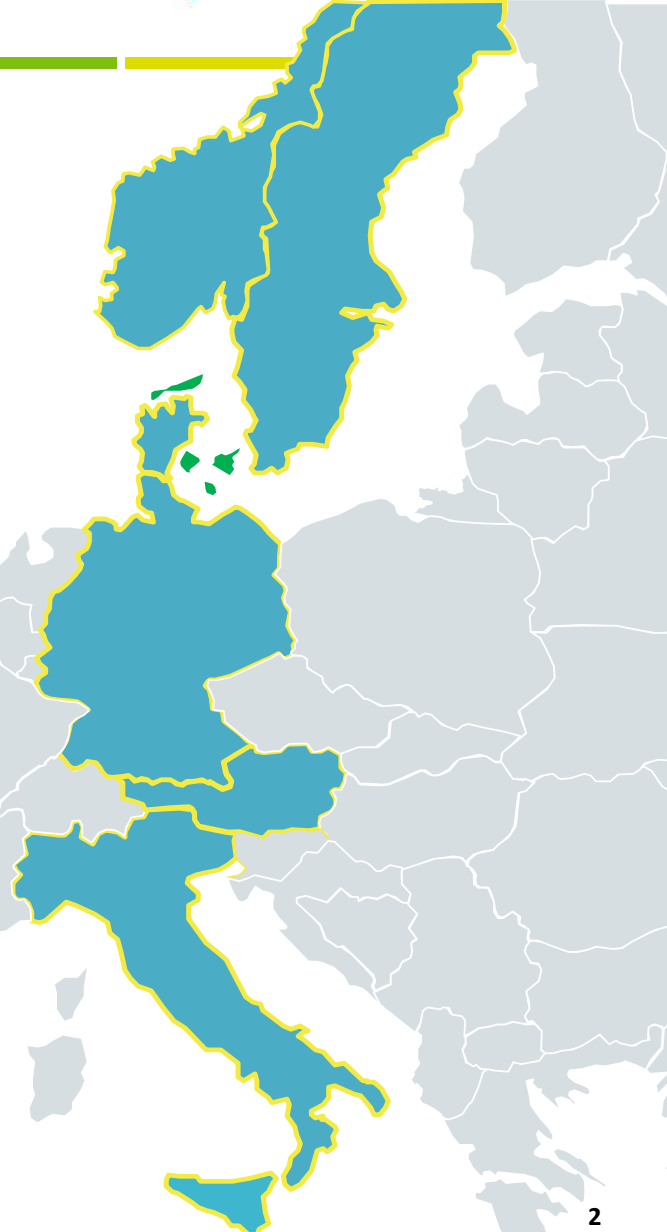
**58,6**

Coordinating International  
disruptions

**24/7**

Coordination of Temporary  
Capacity Restrictions

**EU  
best practice**



# ScanMed Rail Freight Corridor: Offered and requested capacity

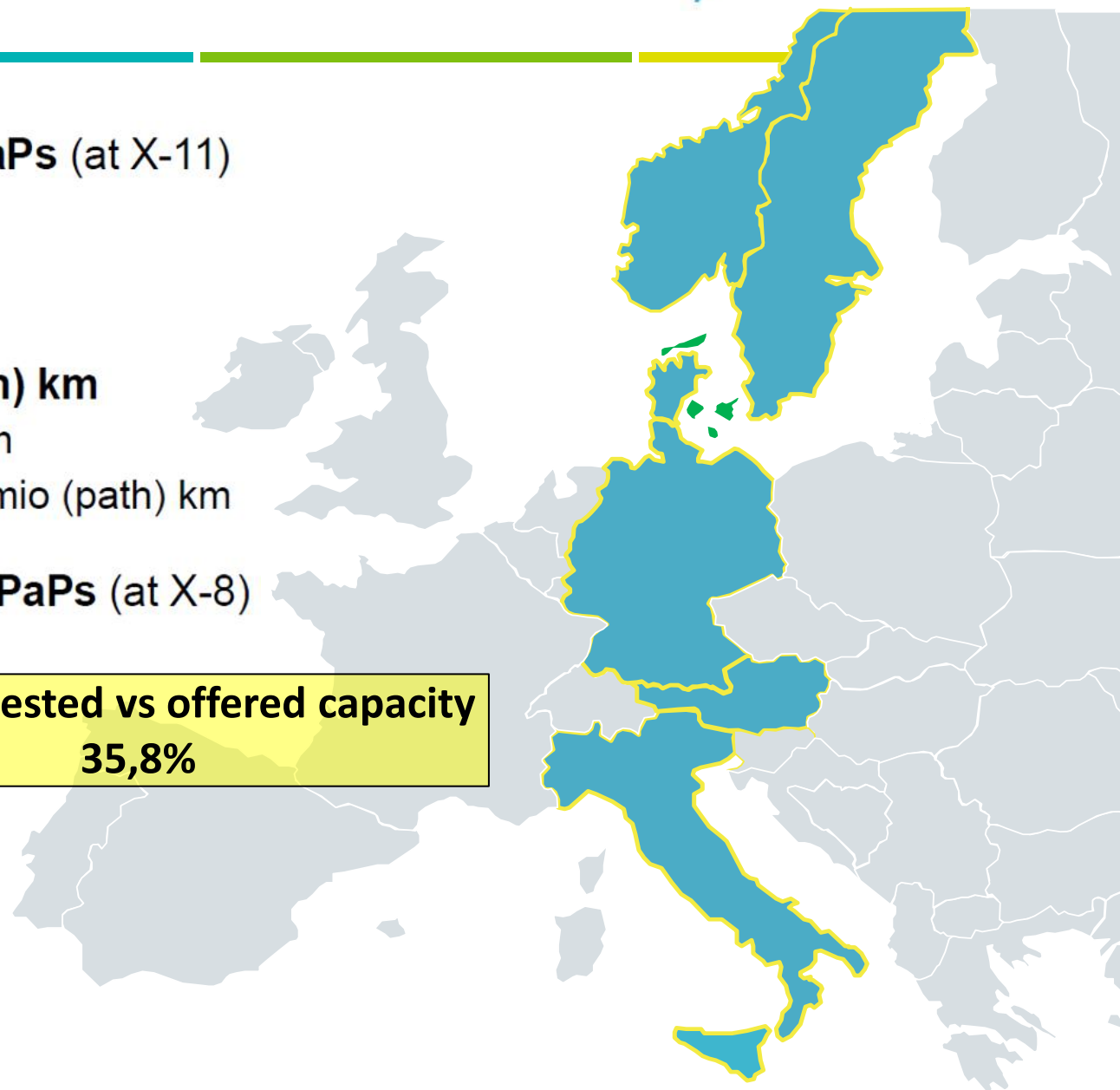
## Volume of offered capacity – PaPs (at X-11)



## Volume of requested capacity – PaPs (at X-8)

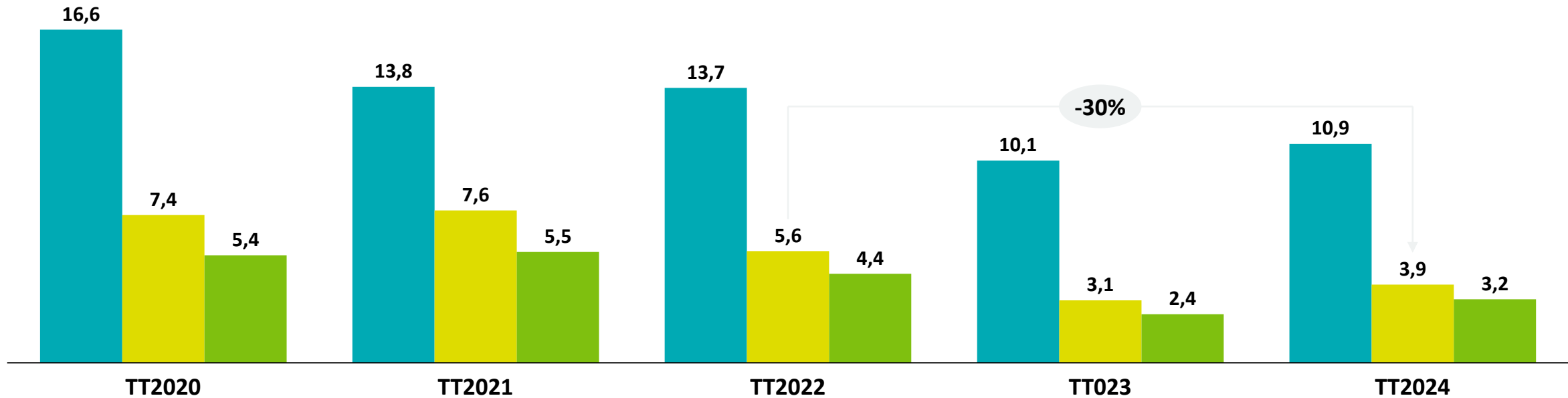


**Ratio requested vs offered capacity**  
**35,8%**



# Volume of offered, requested and reserved PaP capacity

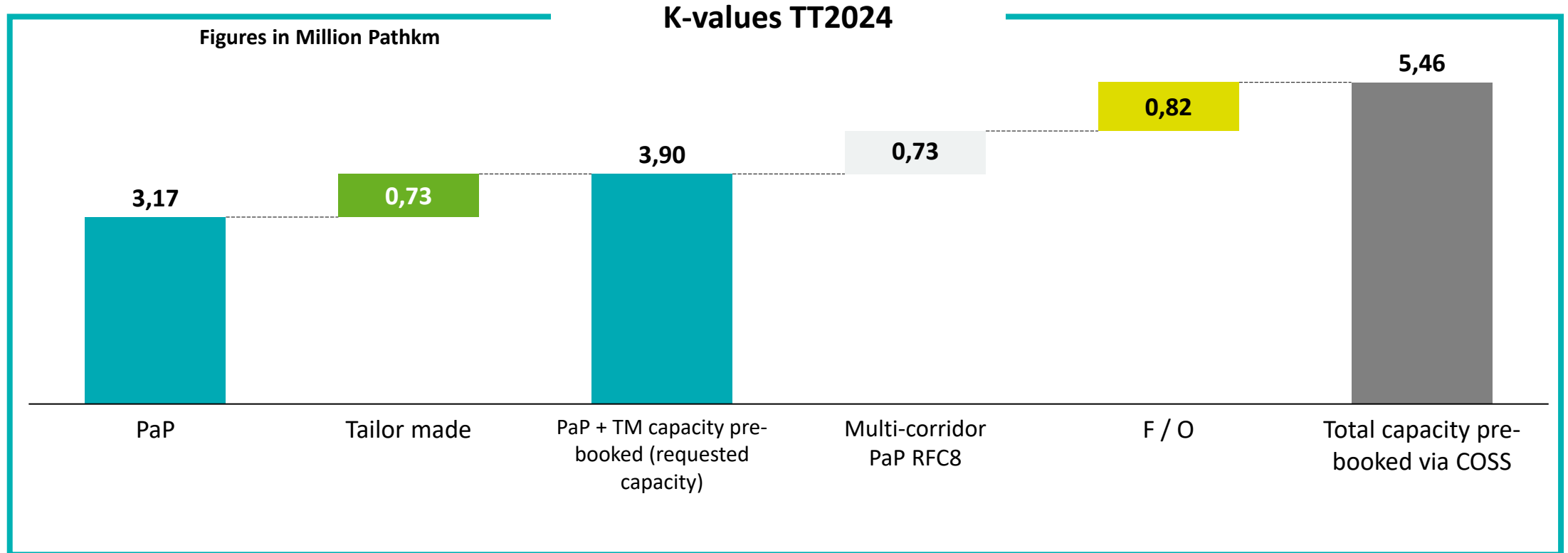
Figures in Million PaPkm



- Decreased sales rate PaP by **30%** in the period TT2022-TT2024
- PaP sales rate of **35,8%**, PaP utilization rate of **81,3%**
- PaPs are often not booked in their full offered length

- PaP capacity offered
- PaP capacity requested (no F/O)
- PaP capacity reserved (no F/O)

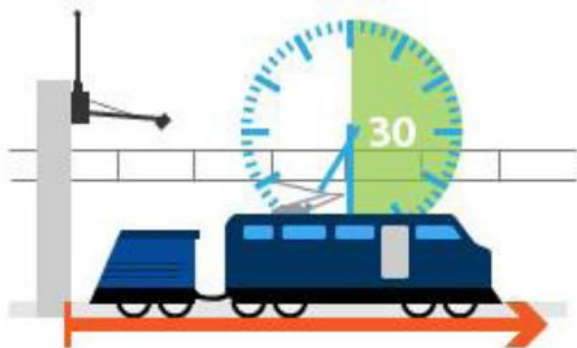
# Composition of the (total) requested capacity



- **81%** of the capacity requested reserved as PaP (TT2023: 78% **(+3%)**)
- **0,82** million Pathkm requested as F/O = **15 %** of total pre-booked capacity
- **5,46** million Pathkm pre-booked via C-OSS

# ScanMed Rail Freight Corridor: punctuality common ambitions for 2024

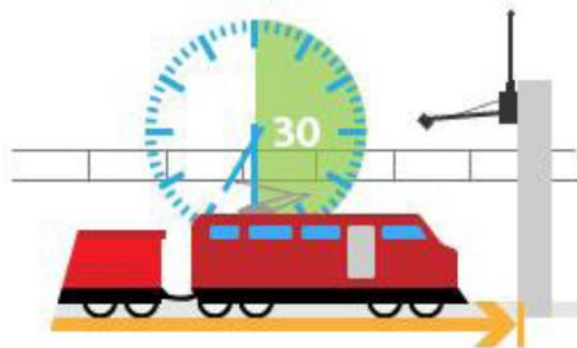
## Punctuality at origin (RFC entry)



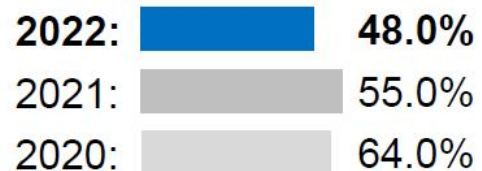
(delay ≤ 30 minutes)



## Punctuality at destination (RFC exit)



(delay ≤ 30 minutes)

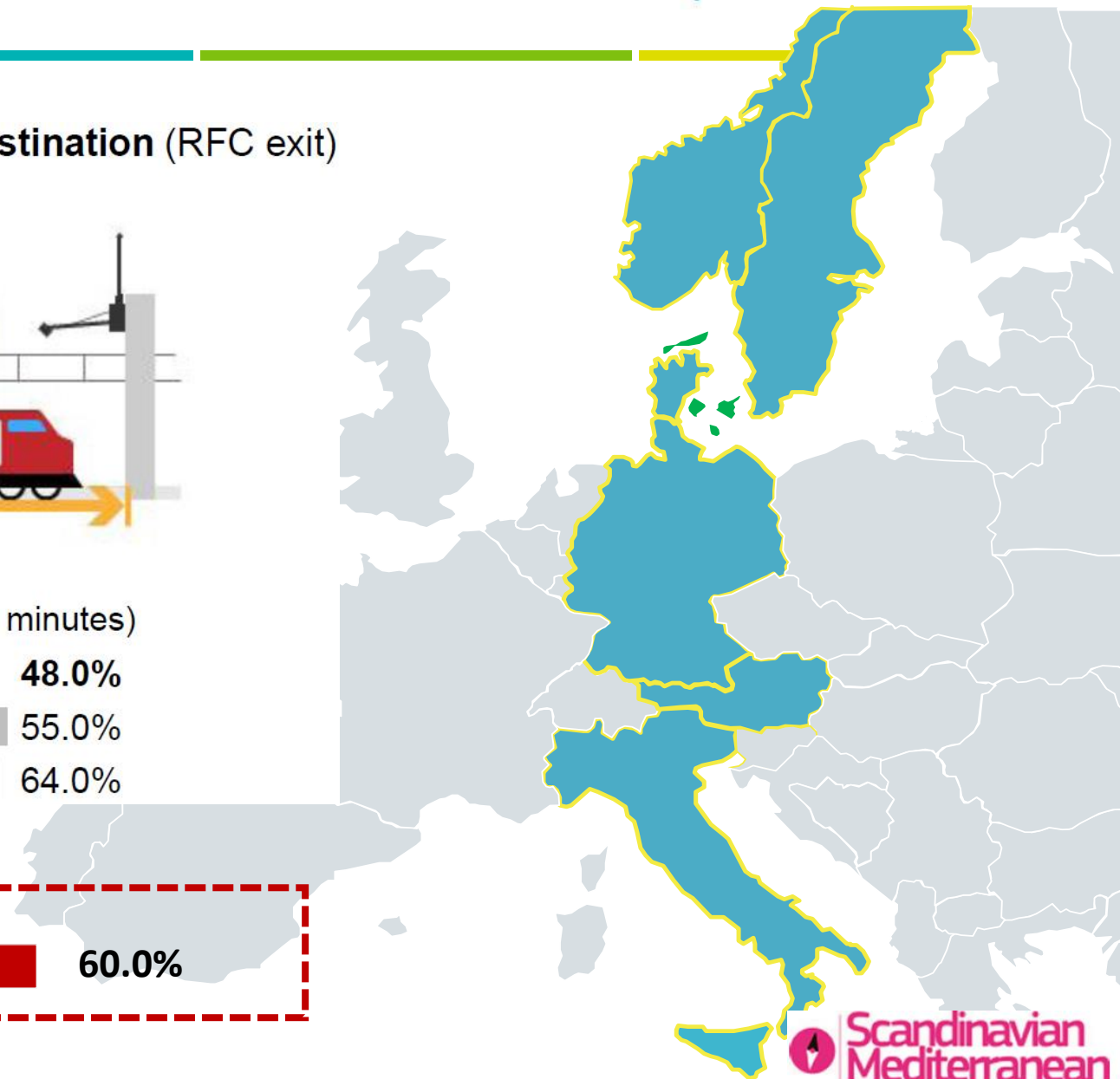


## Common ambitions for 2024

2024:  70.0%



2024:  60.0%

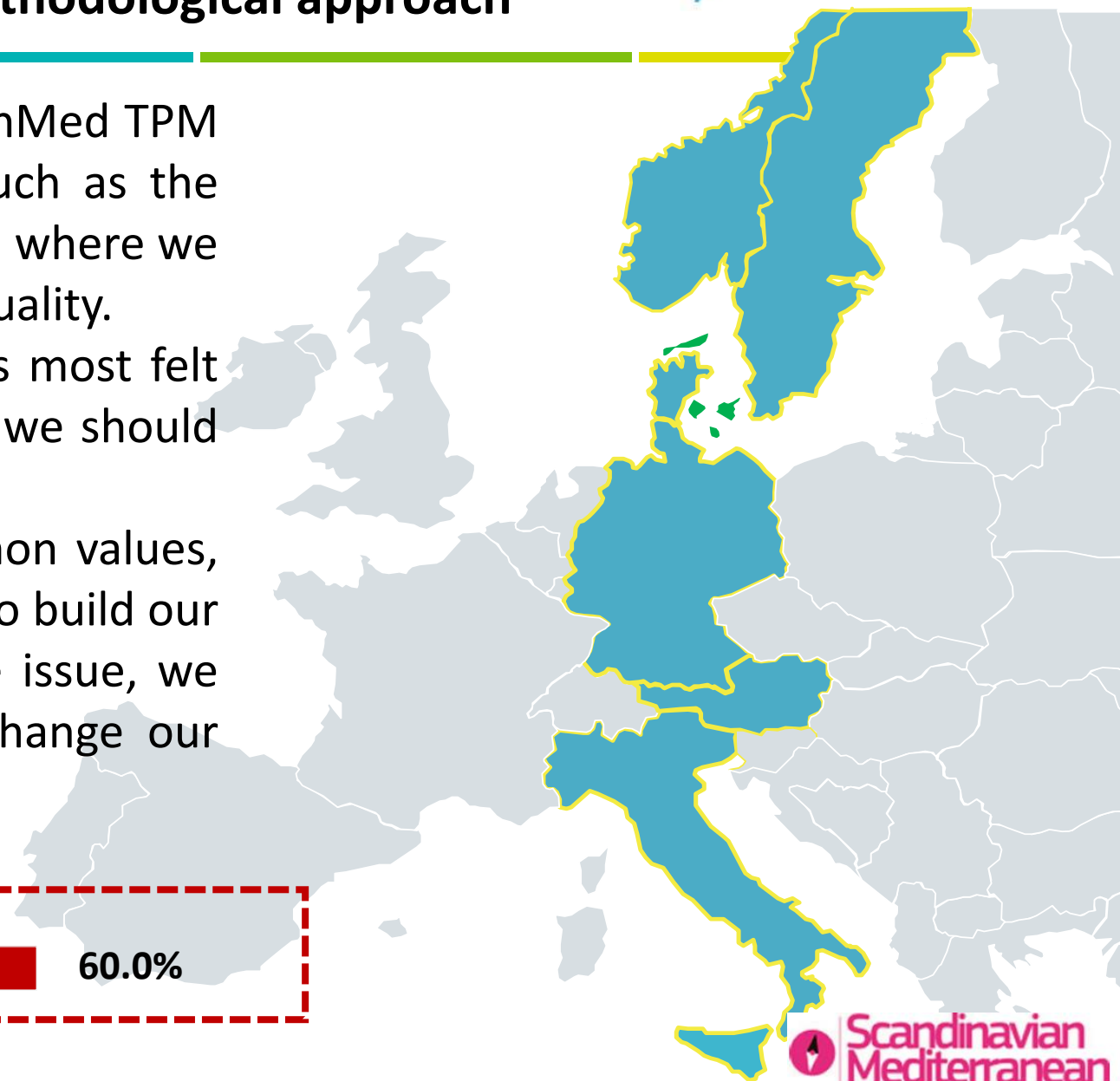


# ScanMed Rail Freight Corridor: punctuality common ambitions for 2024: methodological approach

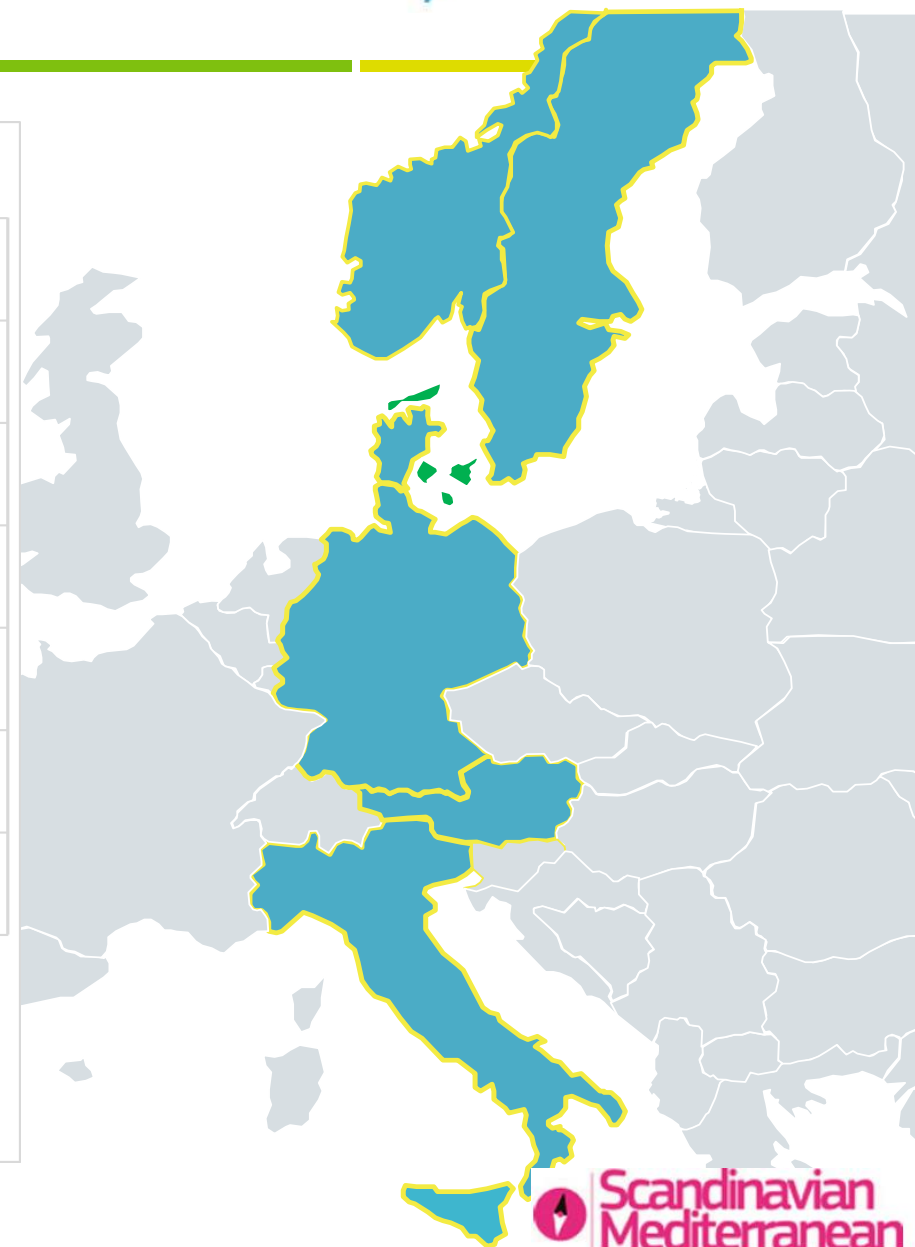
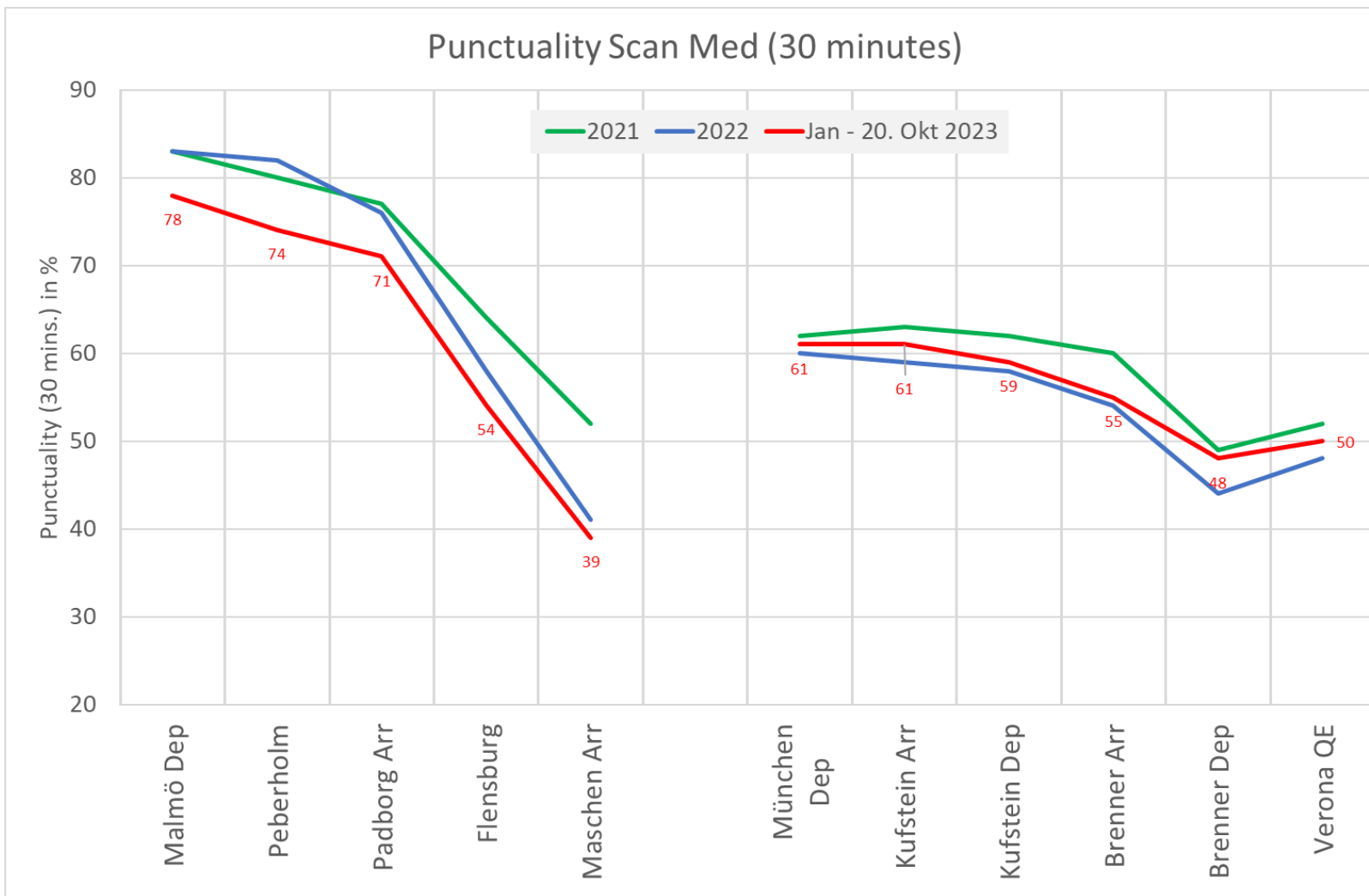
- ❑ Separate measuring for these figures by ScanMed TPM WG on ScanMed cross-border stretches, such as the Munich – Verona and the Malmö – Maschen, where we can work more realistically to improve punctuality.
- ❑ It is on these stretches that our influence is most felt through North and South Regional WGs, so we should make use of it.
- ❑ ScanMed will start focusing on these common values, but only as a base on which to we can start to build our action. Once we are diving deeper into the issue, we can reassess our ambitions and possibly change our goals

## Common ambitions for 2024

2024:  70.0%  2024:  60.0%

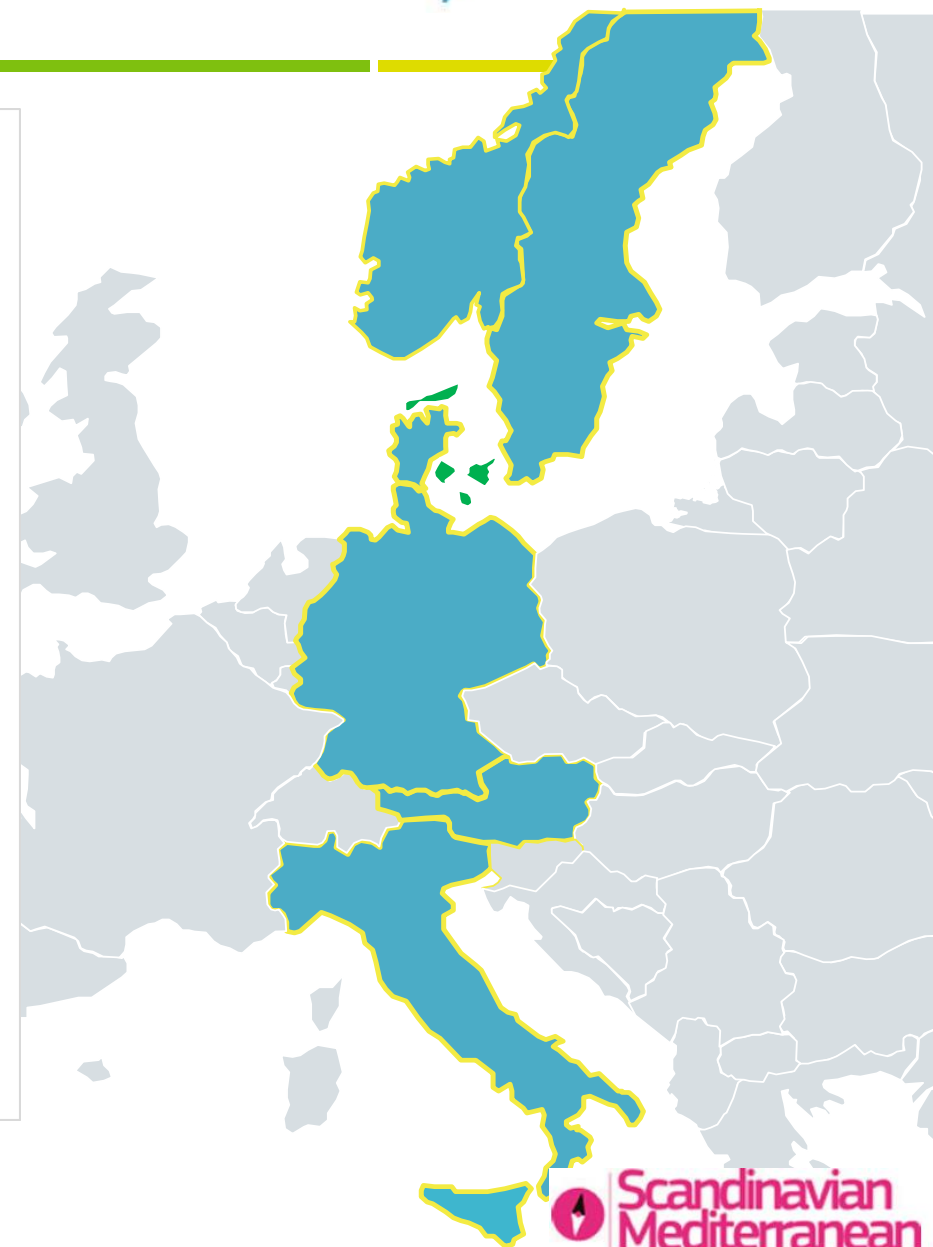
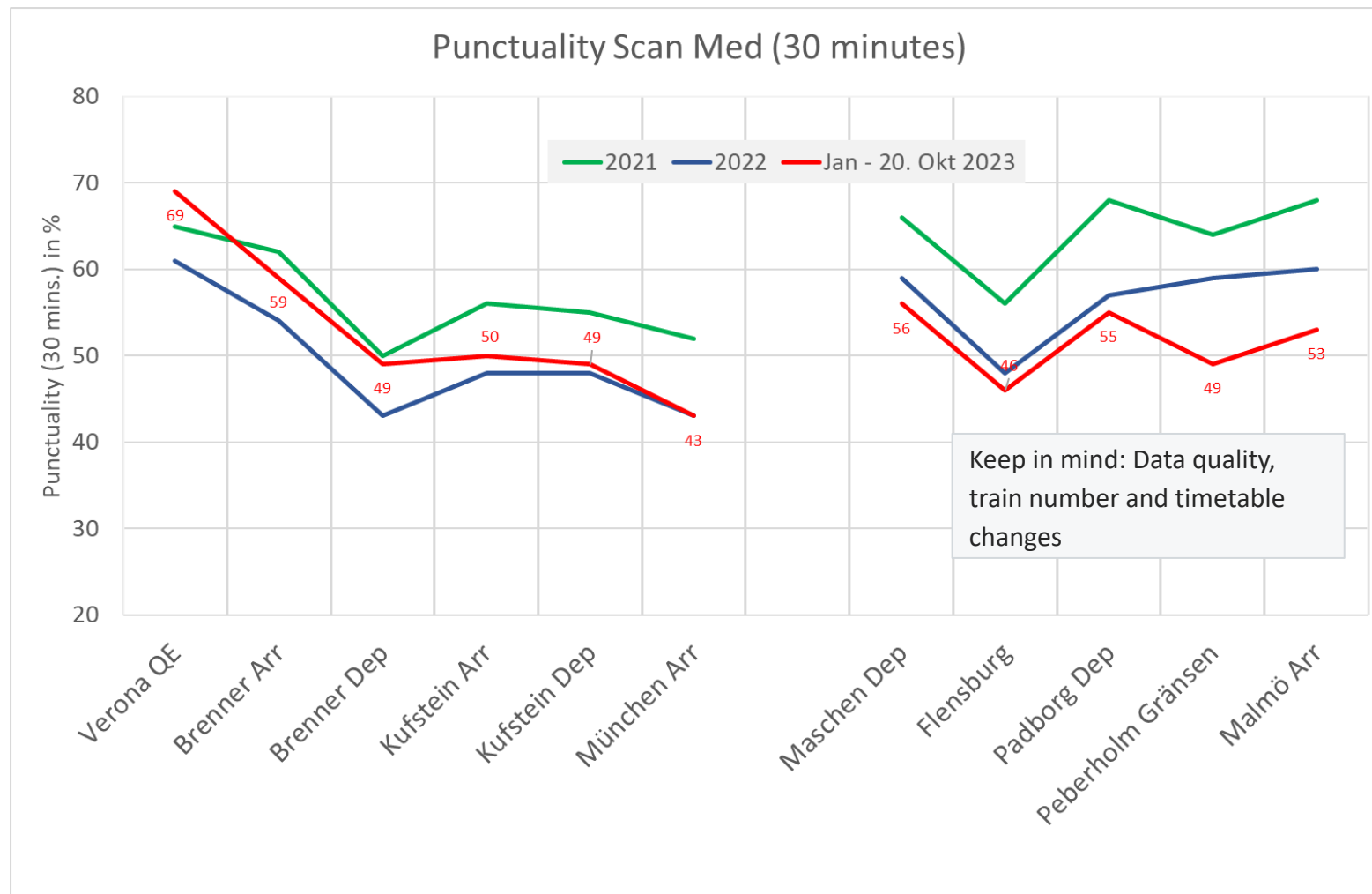


# ScanMed Rail Freight Corridor: punctuality 30 minutes North – South per stretch



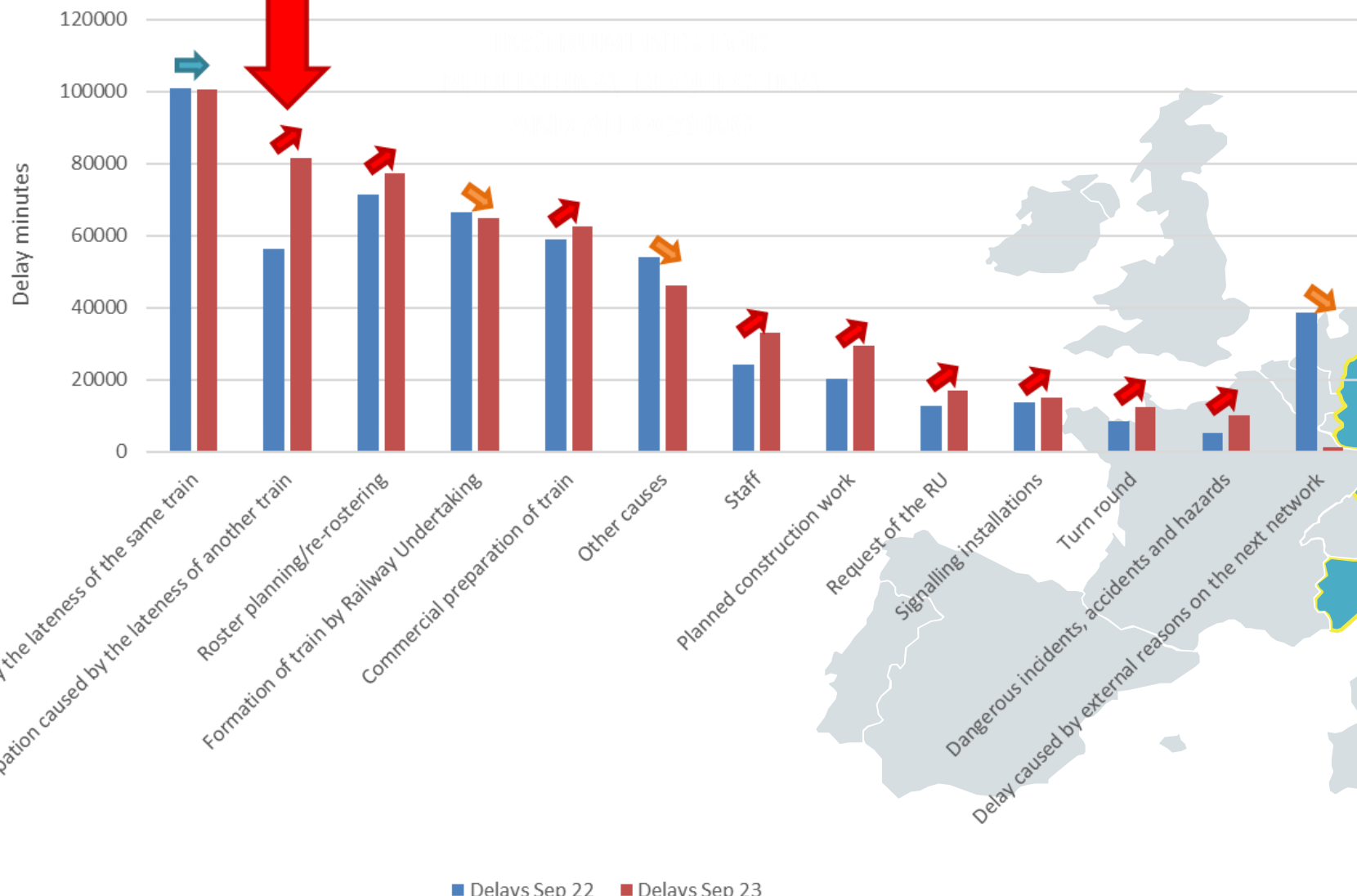


# ScanMed Rail Freight Corridor: punctuality 30 minutes South – North per stretch



# ScanMed Rail Freight Corridor: punctuality 30 minutes: delay reasons 2022 vs 2023

Delay reasons September 2022 vs. 2023



Track occupation caused by the lateness of the same train

Track occupation caused by the lateness of another train

Roster planning/re-rostering

Formation of train by Railway Undertaking

Commercial preparation of train

Other causes

Staff

Planned construction work

Request of the RU

Signalling installations

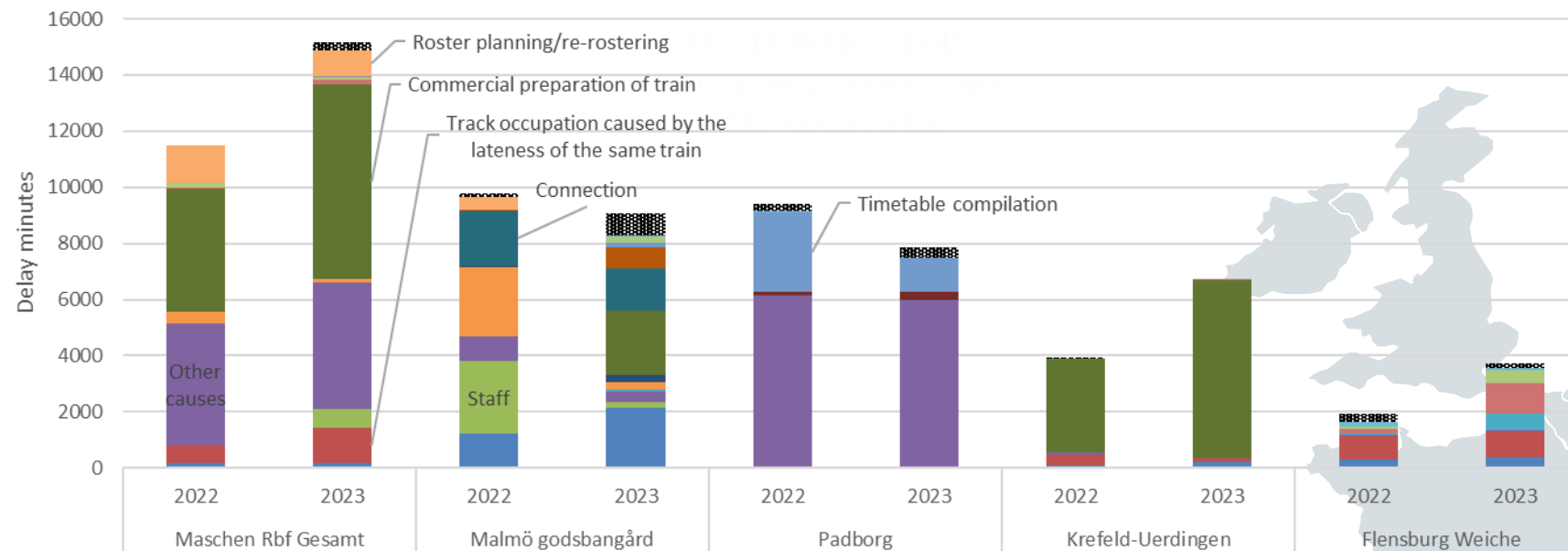
Turn round

Dangerous incidents, accidents and hazards

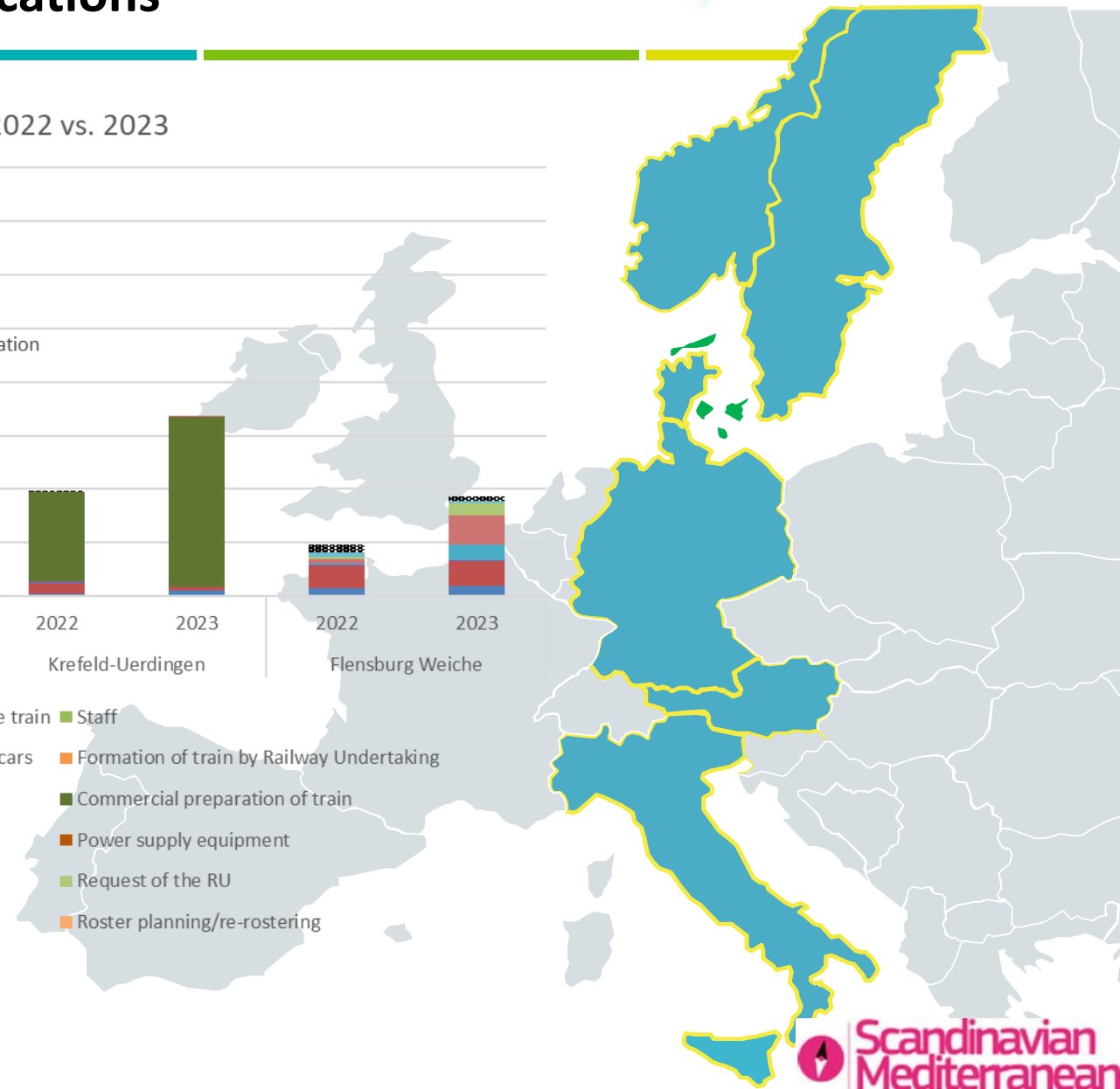
Delay caused by external reasons on the next network

# ScanMed Rail Freight Corridor: punctuality 30 minutes: delay reasons per locations

Delay reasons per locations - northern part 2022 vs. 2023

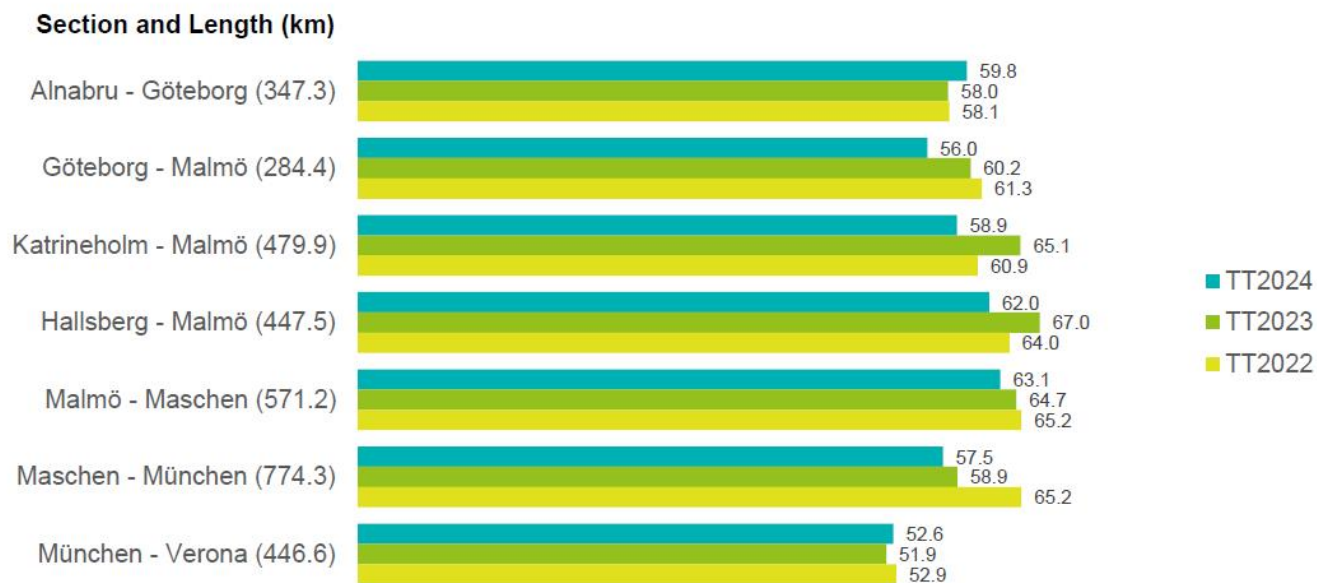
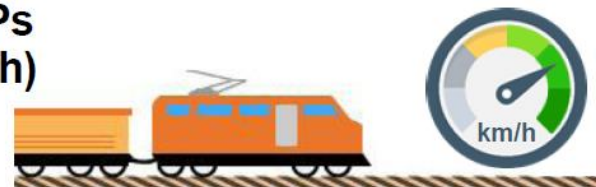


- Track occupation caused by the lateness of another train
- Track occupation caused by the lateness of the same train
- Staff
- Other causes
- Dangerous incidents, accidents and hazards
- Irregularities in execution of construction work
- Formation of train by Railway Undertaking
- Turn round
- Connection
- Power supply equipment
- Timetable compilation
- Planned construction work
- Request of the RU
- Delay caused by external reasons on the next network
- Track
- Roster planning/re-rostering
- Remaining causes



# ScanMed Rail Freight Corridor: Average planned speed of PaPs

Average planned speed of PaPs  
(calculation per O/D pairs, km/h)



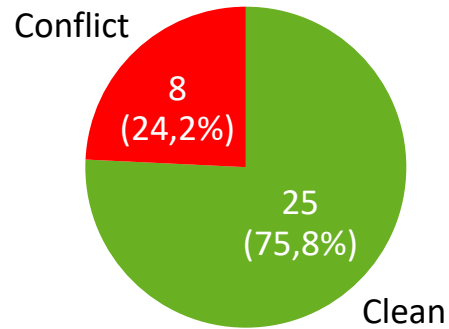
*\*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.*

Commonly applicable RFC KPIs 4

**Average planned speed of TT2024 PaPs:  
58,6 km/h**

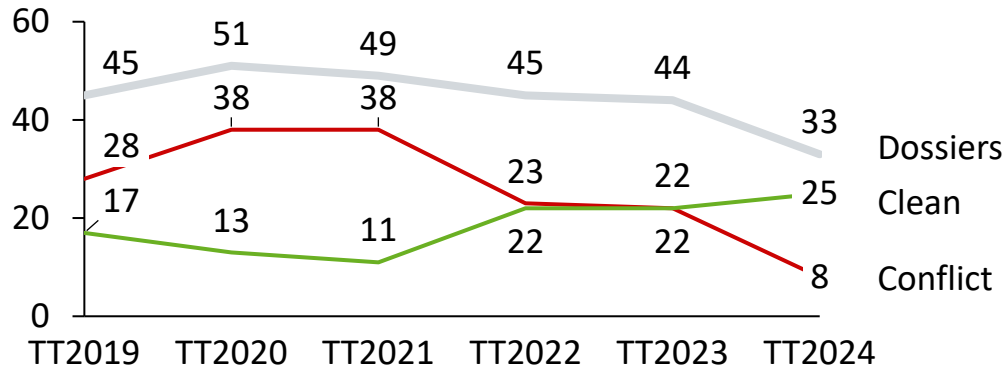
# Volume of Clean/Conflict Requests and Utilization of PaP Sections



**Dossier Conflict Status TT2024**



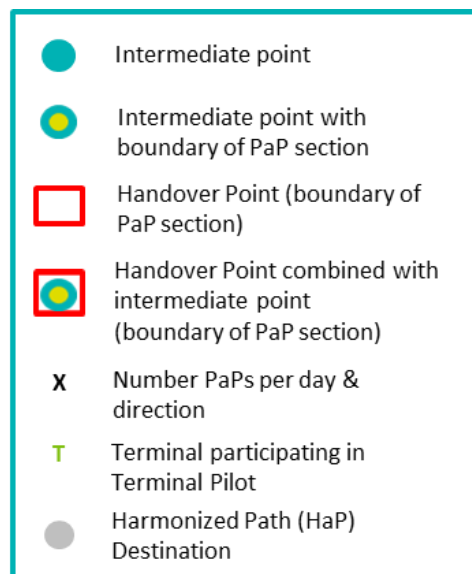
| PaP Section          | N-S       |         | S-N       |         | Total     |         | Booking Rate |
|----------------------|-----------|---------|-----------|---------|-----------|---------|--------------|
|                      | Requested | Offered | Requested | Offered | Requested | Offered |              |
| Maschen-Padborg      | 14        | 12      | 18        | 12      | 32        | 24      | 133%         |
| Padborg-Taulov       | 16        | 12      | 19        | 12      | 35        | 24      | 146%         |
| Taulov-Peberholm     | 16        | 12      | 19        | 12      | 35        | 24      | 146%         |
| Peberholm-Malmö      | 16        | 12      | 19        | 12      | 35        | 24      | 146%         |
| Malmö-Mjölby         | 7         | 8       | 12        | 8       | 19        | 16      | 119%         |
| Mjölby-Hallsberg     | 5         | 8       | 11        | 8       | 16        | 16      | 100%         |
| Mjölby-Älvsjö        | 0         | 2       | 0         | 2       | 0         | 4       | 0%           |
| Göteborg-Kornsjö     | 0         | 5       | 0         | 5       | 0         | 10      | 0%           |
| Malmö-Göteborg       | 0         | 5       | 0         | 5       | 0         | 10      | 0%           |
| Malmö-Trelleborg     | 0         | 2       | 0         | 2       | 0         | 4       | 0%           |
| Kustein-Brennero     | 0         | 10      | 0         | 10      | 0         | 20      | 0%           |
| Verona QE-Domegliara | 0         | 7       | 0         | 7       | 0         | 14      | 0%           |

**Evolution Conflict Request**



-  Conflict Rate between Maschen and Malmö is still very high.
-  2 Conflicts could be resolved through an alternative PaP offer

# ScanMed RFC: Schematic PaP and Capacity Offer PaP for TT2024

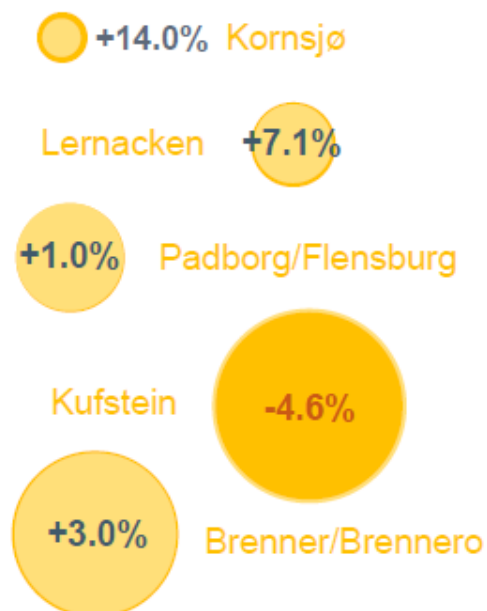


| Section(s)                | Offer TT2024 | COSS Proposal TT2025 | Offer TT2025 | Difference compared to TT2024 |
|---------------------------|--------------|----------------------|--------------|-------------------------------|
| Alnabru - Kornsjö         | 5            | 5                    | 5            | →                             |
| Kornsjö - Göteborg        | 5            | 5                    | 5            | →                             |
| Göteborg - Malmö          | 5            | 5                    | 5            | →                             |
| Älvsjö - Mjölby           | 3            | 3                    | 3            | →                             |
| Hallsberg - Mjölby        | 8            | 8                    | 8            | →                             |
| Mjölby - Malmö            | 8            | 8                    | 8            | →                             |
| Malmö - Trelleborg        | 2            | 2                    | 2            | →                             |
| Malmö - Peberholm         | 12           | 22                   | 12           | →                             |
| Peberholm - Taulov        | 12           | 22                   | 12           | →                             |
| Taulov - Padborg          | 12           | 22                   | 12           | →                             |
| Padborg - Maschen         | 12           | 22                   | 12           | →                             |
| Maschen - Osnabrück (HaP) | 4            | 6                    | 4            | →                             |
| Maschen - München         | 1+1          | 6                    | 3            | ↗                             |
| München - Kufstein        | 10           | 10                   | 10           | →                             |
| Kufstein - Wörgl          | 10           | 10                   | 10           | →                             |
| Wörgl - Brennero          | 10           | 10                   | 10           | →                             |
| Brennero - Domegliara     | 10           | 10                   | 10           | →                             |
| Domegliara - Verona       | 7+x          | 7+x                  | 7+x          | →                             |
| Domegliara - Poggio Rusco | 5            | 5                    | 5            | →                             |
| Poggio Rusco - Faenza     | 1            | 1                    | 1            | →                             |
| Poggio Rusco - Bologna    | 2            | 2                    | 2            | →                             |
| Bologna - Piacenza (HaP)  | 2            | 2                    | 2            | →                             |
| Faenza - Rosano           | 1            | 1                    | 1            | →                             |
| Poggio Rusco - Firenze    | 2            | 2                    | 2            | →                             |
| Firenze - Pisa            | 1            | 1                    | 1            | →                             |
| Pisa - La Sepzia          | 1            | 1                    | 1            | →                             |
| Pisa - Roma               | 1            | 1                    | 1            | →                             |
| Firenze - Roma            | 1            | 1                    | 1            | →                             |
| Roma - Rosano             | 2            | 2                    | 2            | →                             |
| Rosarno - Messina         | 1            | 1                    | 1            | →                             |
| Messina - Palermo         | 1            | 1                    | 1            | →                             |
| Messina - Priolo          | 1            | 1                    | 1            | →                             |

# ScanMed Rail Freight Corridor: Number of trains in 2022

## Number of trains per border\* \*\*

|                    | 2020   | 2021   | 2022   |
|--------------------|--------|--------|--------|
| Kornsjø:           | 951    | 1,229  | 1,401  |
| Lernacken:         | 7,858  | 6,965  | 7,457  |
| Padborg/Flensburg: | 9,434  | 9,116  | 9,209  |
| Kufstein:          | 23,684 | 25,960 | 24,768 |
| Brenner/Brennero:  | 18,775 | 19,866 | 20,458 |



## Number of trains crossing a border along the RFC\*



|       |        |
|-------|--------|
| 2022: | 46,375 |
| 2021: | 46,743 |
| 2020: | 46,902 |


\*The calculation of this KPI is based on data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation.

\*\*The calculation of this KPI is based mainly on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

# MARKET DEVELOPMENT

## Relation between the capacity allocated by the C-OSS and the total allocated capacity\*

Relation between C-OSS allocated capacity and total allocated capacity

|   |          |                   |                       |         |                            | Allocated by C-OSS |       |       |       |
|---|----------|-------------------|-----------------------|---------|----------------------------|--------------------|-------|-------|-------|
| North   | Border   | Location          | Between member states |         | Between operational points |                    | 2020  | 2021  | 2022  |
|   |          |                   |                       |         |                            |                    |       |       |       |
| <br>South | Border 1 | Kornsjø           | Sweden                | Norway  | Mon                        | Kornsjø            | 0,0%  | 0,0%  | 0,0%  |
|   | Border 2 | Lernacken         | Denmark               | Sweden  | Peberholm                  | Lernacken          | 59,6% | 59,0% | 48,9% |
|   | Border 3 | Flensburg/Padborg | Germany               | Denmark | Flensburg                  | Padborg            | 49,7% | 55,7% | 38,5% |
|   | Border 4 | Kufstein          | Austria               | Germany | Kufstein                   | Kiefersfelden      | 1,4%  | 0,0%  | 0,0%  |
|   | Border 5 | Brenner           | Italy                 | Austria | Brenner                    | Steinach in Tyrol  | 1,6%  | 0,0%  | 0,0%  |

\*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.



# ScanMed Rail Freight Corridor: Improvements/Changes in 2022/23 for TT2024

