

# TEN-T Operational Priorities

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Information on methodology and 2024-2025 figures

ETC FORUM

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ScanMed RFC



Funded by  
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### TEN-T operational priorities

According to Art 19 of the amended EU Reg. 913/2010 the **RFC Governance** is asked to regularly report about the **operational priorities**.

The **operational priorities** are mentioned in art 19 of EU Reg. 1679/2024



### Approach of RFCs with RNE

- **Understand the definitions** provided by the TEN-T Regulation
- **Develop the KPI** taking into account existing operational KPI and ensuring at the same time that:
  - the **calculation can be automatized** with the available digital tools
  - is **useful from a performance management view** to improve the rail freight sector
- Align KPI measurement with **the new ETC-routing**

# Work-in-progress on measuring TEN-T operational priorities: **dwell times**

## Provisions from TEN-T Regulation

- *“...the dwelling time of a train on a cross-border section means the total additional transit time that can be attributed to the existence of the border crossing...”*
- Dwelling time is the stopping time at the locations where border procedures occur
- A single figure per each ETC border, based on freight trains crossing the border.



## Challenges

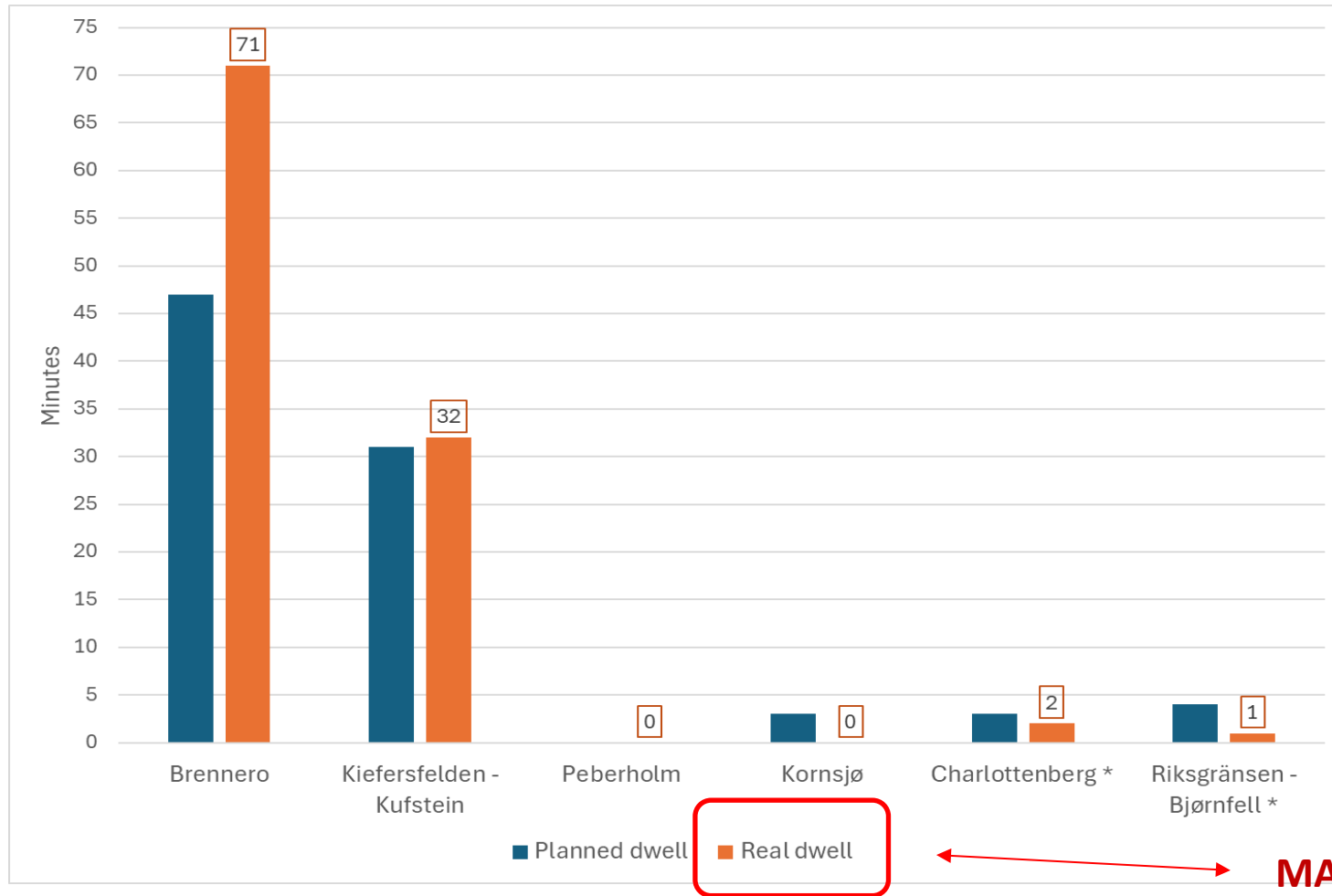
- There are **50+ reasons for dwelling time on cross-border sections**, planned and not planned, caused by all stakeholders involved in the rail freight transport and also caused by external reasons
- There is usually **no clear and expedite way to distinguish** between border-related procedures and those unrelated to the border
- **Automatic calculation would not be possible**



## Proposed methodology / approach

- **All reasons for dwelling time** in the defined border section should be reported in the indicator
- Indicator to be used: **Real Dwell Time** = Total time the train is stopped at measuring locations; (Departure minus arrival time)
- **Additional information** to support the analysis and adopt corrective measures:
  - Clean Real Dwell Time: based on Real Dwell, but not including early arrival before planned arrival time
  - Planned Dwell Time: Total time the train is planned to stop at measuring locations

# Work-in-progress on measuring TEN-T operational priorities: Dwell times 2024 *Target: 25 minutes*

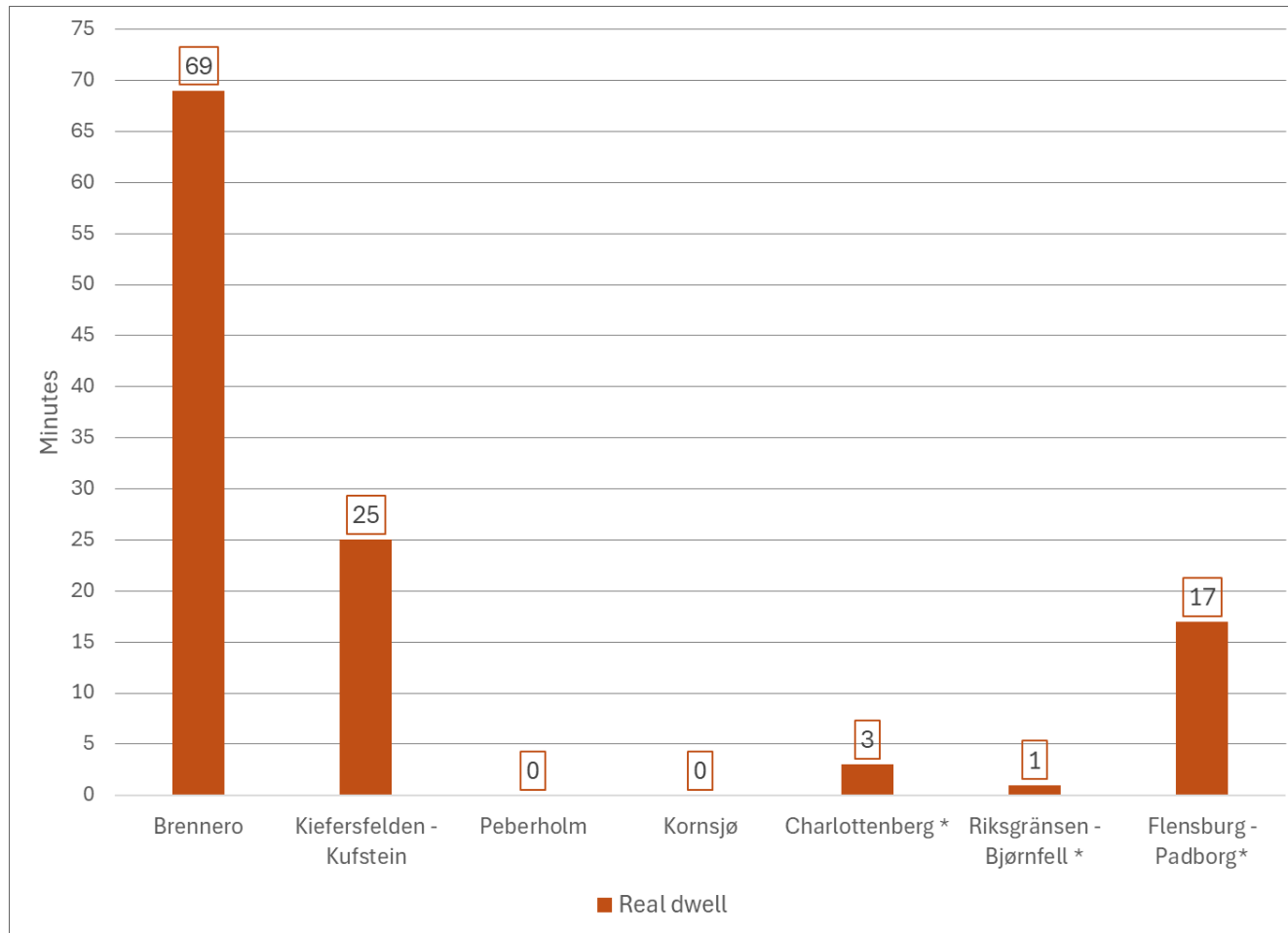


\*  
“new” ETC borders have to be checked.

— Border Padborg not reliable due to many train number changes and missing data

**MAIN KPI**

# Work-in-progress on measuring TEN-T operational priorities: Dwell times Jan – Oct 2025 *Target: 25 minutes*



\* New ETC borders and border Padborg still in definition / validation phase.

*Disclaimer: the calculation of this KPI is based on the data in RNE TIS. The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs*

# Work-in-progress on measuring TEN-T operational priorities: **arrival punctuality**

## *Proposed methodology*

### Provisions from TEN-T Regulation

- *“Freight trains crossing a border on the ETC arrive at their destination (...) at their scheduled time or with a delay of less than 30 minutes by reasons that are attributable to the infrastructure manager(s) of the Union; delays in third countries that are crossed by freight trains shall not be taken into account”*
- A single figure per ETC

### Challenges

- Considering **only the delays of IMs in EU Member States** for the calculation of arrival punctuality would lead to **distorted, non recognizable figures**
- Calculation of such an indicator would be complex / not easy to understand
- Delay **coding procedures** are **not fully harmonized**, that would hamper interpretation further

### Proposed methodology / approach

- The indicator should **include all delay reasons impacting arrival punctuality** and also **include delays occurred in non-EU IMs** if they participate in TIS
- *In RFC ScanMed, the Norwegian destinations are included*
- The indicator should be **complemented by an indication of the share of delay reasons per stakeholder/cause** as per UIC leaflet 450-2 as additional information

# Work-in-progress on measuring TEN-T operational priorities: arrival punctuality

## Calculation example

### Example for arrival punctuality / punctuality at destination

(January 2025, per RFC and RFC trains, delay ≤ 30 min)

RFC <sup>1</sup>	MAIN KPI ARRIVAL PUNCTUALITY	Share of delay reasons in KPI (sum 100%)			
		IM Reasons	RU Reasons	External Reasons	Secondary Causes
RFC01	52%	14%	48%	2%	37%
RFC02	72%	8%	59%	3%	30%
RFC03	66%	15%	50%	2%	34%
RFC04	71%	8%	56%	4%	33%
RFC05	34%	7%	39%	39%	16%
RFC06	40%	9%	57%	5%	29%
RFC07	40%	5%	44%	36%	16%
RFC08	38%	6%	50%	17%	27%
RFC09	45%	8%	44%	25%	23%
RFC10	40%	11%	53%	4%	32%
RFC11	39%	4%	42%	38%	16%

**Punctuality at destination:** Share of trains arriving at their destination with a delay of 30'<sup>2</sup> and less

- **Arrival punctuality** is based on time delta between planned and real arrival; it is not excluding delays occurring at origin (e.g.: non-TIS members and non-EU-MS)
- **Share of delay reasons** are aggregated on train level for all TIS members and then allocated per RFC; it is based on documented delays by the IMs, groups and codes based on **UIC leaflet 450-2**
- **Data quality** needs to be further improved

(1) January example done per existing RFC

(2) Independent of rounding systems used by IMs for 30 min delays

# Punctuality at Destination and share of delay responsibilities

## RFC ScanMed 2024

### MAIN KPI

Corridor	Punctuality at Destination	IM	RU	External	Secondary
Atlantic Corridor	68%	9%	58%	4%	28%
Baltic Sea - Adriatic Sea Corridor	30%	8%	41%	34%	16%
Mediterranean Corridor	38%	13%	57%	5%	25%
North Sea - Baltic Corridor	40%	9%	55%	3%	33%
North Sea – Rhine – Mediterranean Corridor	55%	12%	46%	3%	39%
Rhine - Danube Corridor	33%	8%	41%	35%	16%
<b>Scandinavian - Mediterranean Corridor</b>	<b>56%</b>	<b>19%</b>	<b>45%</b>	<b>2%</b>	<b>34%</b>
Western Balkans - Eastern Mediterranean Corridor	33%	12%	51%	8%	30%

## Punctuality Jan – Oct 2025

Target: 75%

### Punctuality at Destination and share of delay responsibilities

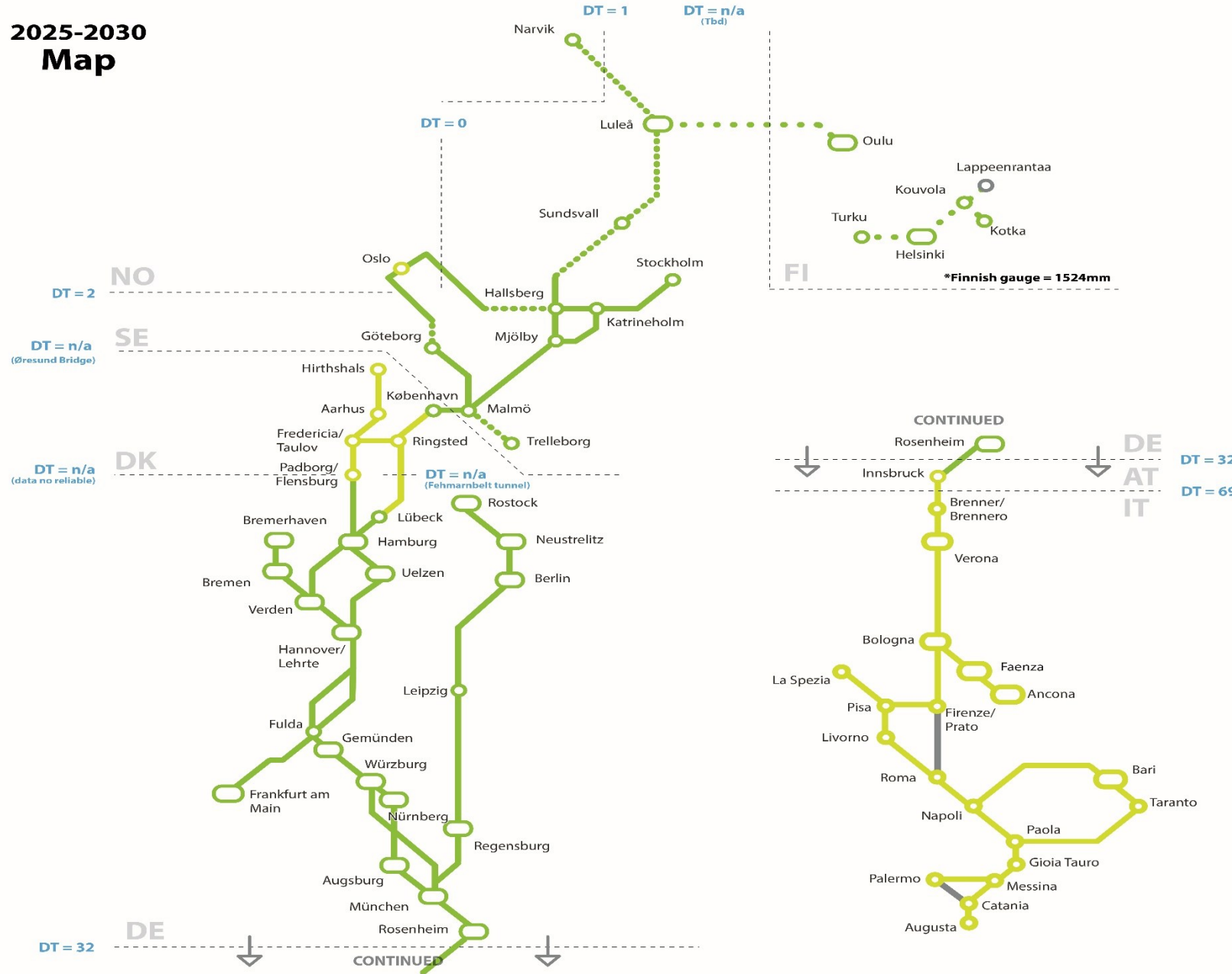
RFC ScanMed Jan – Oct 2025

#### MAIN KPI

Corridor	Punctuality at Destination	IM	RU	External	Secondary
Atlantic Corridor	67%	9%	61%	3%	27%
Baltic Sea - Adriatic Sea Corridor	29%	10%	40%	31%	19%
Mediterranean Corridor	35%	13%	49%	8%	30%
North Sea - Baltic Corridor	40%	9%	50%	2%	39%
North Sea – Rhine – Mediterranean Corridor	53%	11%	43%	5%	41%
Rhine - Danube Corridor	33%	9%	40%	33%	18%
<b>Scandinavian - Mediterranean Corridor</b>	<b>60%</b>	<b>18%</b>	<b>42%</b>	<b>2%</b>	<b>37%</b>
Western Balkans - Eastern Mediterranean Corridor	29%	15%	46%	7%	32%

# 2025-2030 Map

740mt – work in progress



### MAP LEGEND

- Multi-corridor station
- Single-corridor station
- Border
- Not part of the RFC governance

### KPI - TRAIN LENGTH

- 740m - as is 2025
- 740m - plan 2030
- <740m

### KPI - BORDER CROSSING

- DT Dwelling time - from Jan to Oct 2025

### KPI - LINE TYPE

- Single track
- Double track

### SCANMED RFC CHARACTERISTICS

Data source: IM's NS

# Thanks for your attention!

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