

## 5. Annexes

### 5.1 Key Performance Indicators and Punctuality

#### Capacity KPIs

KPI	Explanation				Value 2017
	Definition	Calculation features	Reference TT year	Source and processing	
<b>Offered Capacity</b>	Volume of offered corridor capacity at X-11	According to RNE Guidelines: "Key Performance Indicators of Rail Freight Corridors"	2018	PCS and manual processing	16,8
<b>Requested Capacity</b>	Volume of requested corridor capacity at X-8				6,4
<b>Requests</b>	Number of requests in PCS				45
<b>Pre-allocated Capacity</b>	Volume of pre-allocated corridor capacity at X-7,5				5,1
<b>Conflicts</b>	Number of conflicting requests				28

#### Operations KPIs

Punctuality at origin / destination:

KPI	Definition	Source	Figure 2018 (%)
Punctuality at origin	Percentage of trains on time (30') at origin / (RFC Entry)	TIS / OBI	70
Punctuality at destination	Percentage of trains on time (30') at destination / (RFC Exit)	TIS / OBI	59

Share of delay minutes according to groups of causes:

Delay Group	North - South	South - North
Infrastructure Manager	13 %	12 %
Railway Undertaking	59 %	57 %
Secondary	25 %	26 %
External	3 %	4 %

## Market KPIs

Traffic Volume (number of trains crossing defined border points):

Border point(s)	North - South	South – North	Data source
Kornsjö	454	473	Bane NOR*
Peberholm	4463	4281	TRV*
Padborg / Flensburg	5380	5336	TIS
Kufstein	13812	12437	TIS
Brennero / Brenner	10630	9378	TIS

\* National figures used for these points, due to not existing respectively not completely plausible figures in TIS

## Punctuality at border stations and relevant points

Definition Punctuality: Share of trains until 30 minutes delayed (% percentage):

Source: TIS / OBI

Content: all international trains on the corridor, which cross at least one corridor border

Main traffic: Malmö - Maschen and Munich – Verona

Important points: most important origin / destination stations, all border points

Only a few trains run on Northern and Southern part of the corridor (e.g. from Scandinavia to Italy). There is little direct connection between punctuality at Maschen and Munich (and vice versa).

A group of trains departing from Malmö, Maschen and Munich is coming from other parts in Sweden, Germany, or other countries (e.g. Belgium and the Netherlands); this decreases the punctuality at these points in the table below. Likewise, the arrival punctuality at Malmö, Maschen and Munich includes trains with a further part of the route to other destinations in Sweden, Germany, etc.

## Punctuality in specific points in both directions

Point	Punctuality North-South (%)	Remarks
Malmö departure	75,3	Figure contains also trains starting further north in Sweden
Peberholm (run through)	71,6	
Flensburg (run through)	63,2	
Maschen Rbf arrival	59,3	Figure contains also trains continuing further in Germany (some to NL and B)
Munich	67,5	Figure contains also trains starting elsewhere in Germany. Aggregated from different stations
Kufstein arrival	65,0	
Kufstein departure	65,3	
Brennero / Brenner arrival	58,9	
Brennero / Brenner departure	52,0	
Verona QE arrival	52,3	

Point	Punctuality South-North (%)	Remarks
Verona QE departure	61,9	
Brennero / Brenner arrival	61,4	
Brennero / Brenner departure	43,6	
Kufstein arrival	52,9	
Kufstein departure	56,4	
Munich arrival	54,9	Figure contains also trains continuing further in Germany. Aggregated from different stations
Maschen Rbf departure	74,7	Figure contains also trains starting elsewhere in Germany (some in NL or B)
Flensburg (run through)	63,8	
Peberholm (run through)	58,9	
Malmö arrival	58,6	Figure contains also trains continuing further north in Sweden