## Year 2004: all observed axes (both directions)



| Trains <br> 2004 | Actual <br> Trains | OK <br> (< 0,5 hour) | From 0,5 <br> to $\mathbf{1}$ hour | From 1 <br> to 3 hours | From 3 <br> to 6 hours | $\mathbf{> 6}$ hours | $>\mathbf{2 4}$ hours |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Jan | 2207 | 1246 | 145 | 301 | 138 | 269 | 108 |
| Feb | 2311 | 1443 | 175 | 273 | 115 | 198 | 107 |
| Mar | 2602 | 1619 | 206 | 297 | 139 | 233 | 108 |
| Apr | 2391 | 1547 | 172 | 239 | 110 | 236 | 87 |
| May | 2281 | 1421 | 172 | 262 | 120 | 217 | 89 |
| Jun | 2465 | 1482 | 215 | 312 | 136 | 202 | 118 |
| Jul | 2557 | 1718 | 176 | 269 | 116 | 189 | 89 |
| Aug | 1799 | 1254 | 114 | 145 | 64 | 143 | 79 |
| Sep | 2563 | 1725 | 208 | 229 | 105 | 237 | 59 |
| Oct | 2547 | 1775 | 186 | 209 | 85 | 185 | 107 |
| Nov | 2428 | 1582 | 224 | 268 | 110 | 190 | 54 |
| Dec | 2079 | 1328 | 154 | 238 | 98 | $\mathbf{1 5 7}$ | 104 |
| Sum | $\mathbf{2 8 2 3 0}$ | $\mathbf{1 8 1 4 0}$ | $\mathbf{2 1 4 7}$ | $\mathbf{3 0 4 2}$ | $\mathbf{1 3 3 6}$ | $\mathbf{2 4 5 6}$ | $\mathbf{1 1 0 9}$ |
| Part \% | $\mathbf{1 0 0 \%}$ | $\mathbf{6 4 \%}$ | $\mathbf{7 \%}$ | $\mathbf{1 1 \%}$ | $\mathbf{5 \%}$ | $\mathbf{9 \%}$ | $\mathbf{4 \%}$ |

Punctuality: all trains with less than 30 minutes over scheduled arrival time (first unit ready for pick-up) Railway companies involved: CFL, DB, EWS, FS, ÖBB, SBB, RAILION, RENFE, SNCB, SNCF

| Relations | Trains | $\frac{\%}{6}$ |
| :--- | ---: | ---: |
| from/to Switzerland | 1767 | $6 \%$ |
| Belgium from/to Spain | 705 | $3 \%$ |
| Belgium from/to Italy via Luino | 2147 | $8 \%$ |
| Belgium from/to Italy via Modane | 1141 | $4 \%$ |
| France from/to Italy | 2480 | $9 \%$ |
| Germany from/to Spain | 4343 | $15 \%$ |
| Germany from/to Eastern Countries | 1728 | $6 \%$ |
| Germany from/to Italy via Brenner | 7223 | $26 \%$ |
| Germany from/to Italy via Gotthard | 4603 | $16 \%$ |
| Italy from/to Netherlands | 2093 | $\mathbf{7 \%}$ |
|  | $\mathbf{2 8 2 3 0}$ | $\mathbf{1 0 0 \%}$ |

