WITHOUT BRENNER AND AUSTRIAN TRAFFIC

Punctuality / Delays
Unaccompanied traffic with swap bodies, containers and trailers

## Year 2008: all observed axes (both directions)



| Trains <br> $\mathbf{2 0 0 8}$ | 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 | 2194 | 1513 | 99 | 174 | 99 | 217 | 92 |
| Feb | 2163 | 1410 | 83 | 206 | 102 | 229 | 133 |
| Mar | 1998 | 1270 | 78 | 162 | 109 | 251 | 128 |
| Apr | 2131 | 1435 | 84 | 213 | 100 | 198 | 101 |
| May | 1915 | 1152 | 77 | 178 | 122 | 236 | 150 |
| Jun | 1929 | 1113 | 92 | 228 | 153 | 206 | 137 |
| Jul | 2172 | 1430 | 90 | 190 | 119 | 236 | 107 |
| Aug | 1373 | 982 | 56 | 78 | 59 | 109 | 89 |
| Sep | 1864 | 1306 | 73 | 150 | 98 | 162 | 75 |
| Oct | 1910 | 1288 | 80 | 196 | 78 | 175 | 93 |
| Nov | 1349 | 882 | 41 | 124 | 72 | 144 | 86 |
| Dec | 1136 | 780 | 46 | 81 | 46 | 95 | 88 |
| Sum | $\mathbf{2 2 1 3 4}$ | $\mathbf{1 4 5 6 1}$ | $\mathbf{8 9 9}$ | $\mathbf{1 9 8 0}$ | $\mathbf{1 1 5 7}$ | $\mathbf{2 2 5 8}$ | $\mathbf{1 2 7 9}$ |
| Part \% | $\mathbf{1 0 0 \%}$ | $\mathbf{6 6 \%}$ | $\mathbf{4 \%}$ | $\mathbf{9 \%}$ | $\mathbf{5 \%}$ | $\mathbf{1 0 \%}$ | $\mathbf{6 \%}$ |

Punctuality: all trains with less than 30 minutes over scheduled arrival time (first unit ready for pick-up)

| Relations | Trains | $\frac{\%}{4}$ |
| :--- | ---: | ---: |
| Germany from/to Spain | 4813 | $22 \%$ |
| Germany from/to Italy via Gotthard | 4640 | $21 \%$ |
| Belgium from/to Italy | 4283 | $19 \%$ |
| Italy from/to Netherlands | 2836 | $13 \%$ |
| France from/to Italy | 2659 | $12 \%$ |
| Belgium from/to Switzerland | 1688 | $8 \%$ |
| Belgium from/to Spain | 1014 | $4 \%$ |
| Western from/to Eastern Countries | 201 | $1 \%$ |

