



EUROPEAN  
COMMISSION

Brussels, 2.6.2021  
SWD(2021) 134 final

PART 2/5

**COMMISSION STAFF WORKING DOCUMENT**

**EVALUATION**

*of*

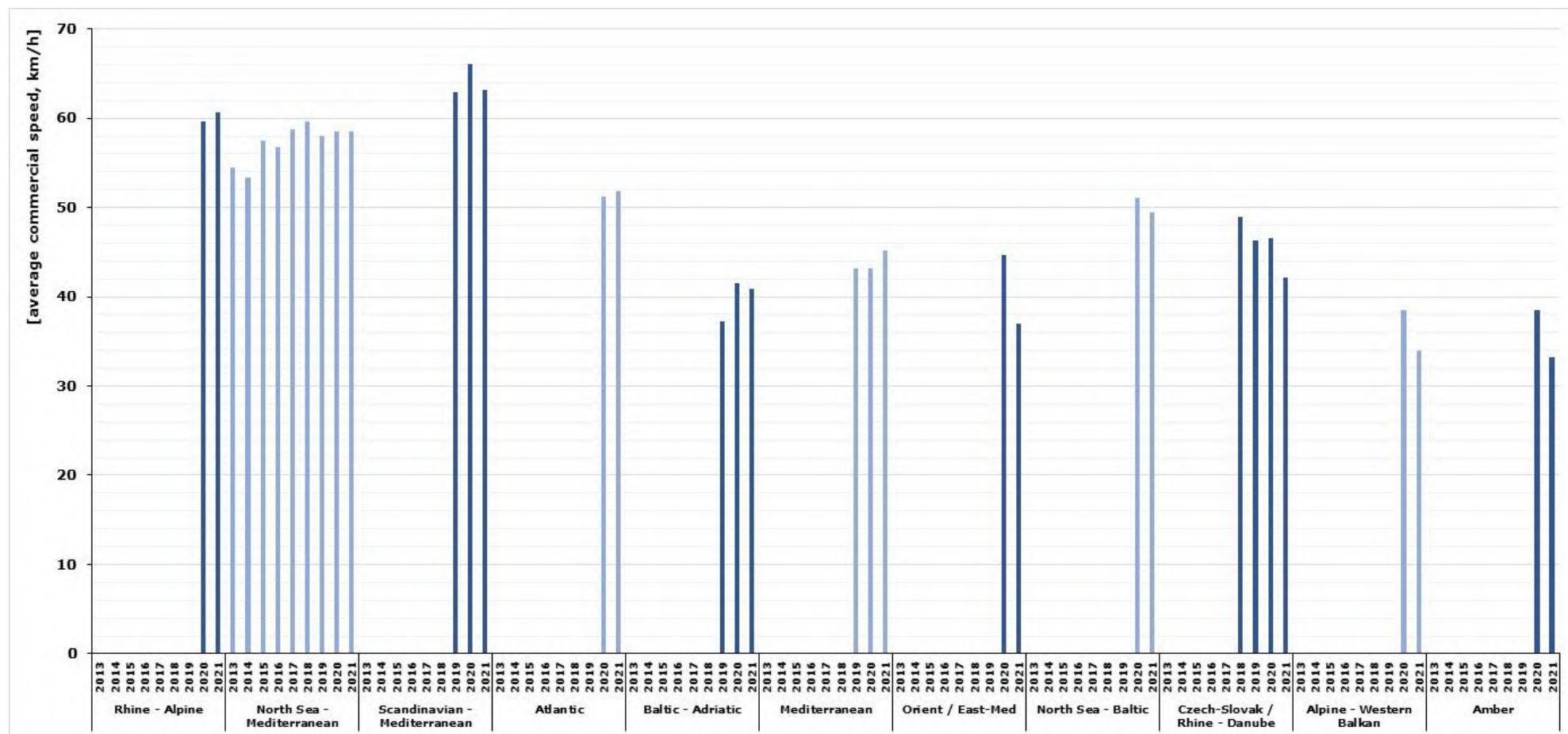
**Regulation (EU) No 913/2010**

**concerning a European rail network for competitive freight**

{SWD(2021) 135 final}

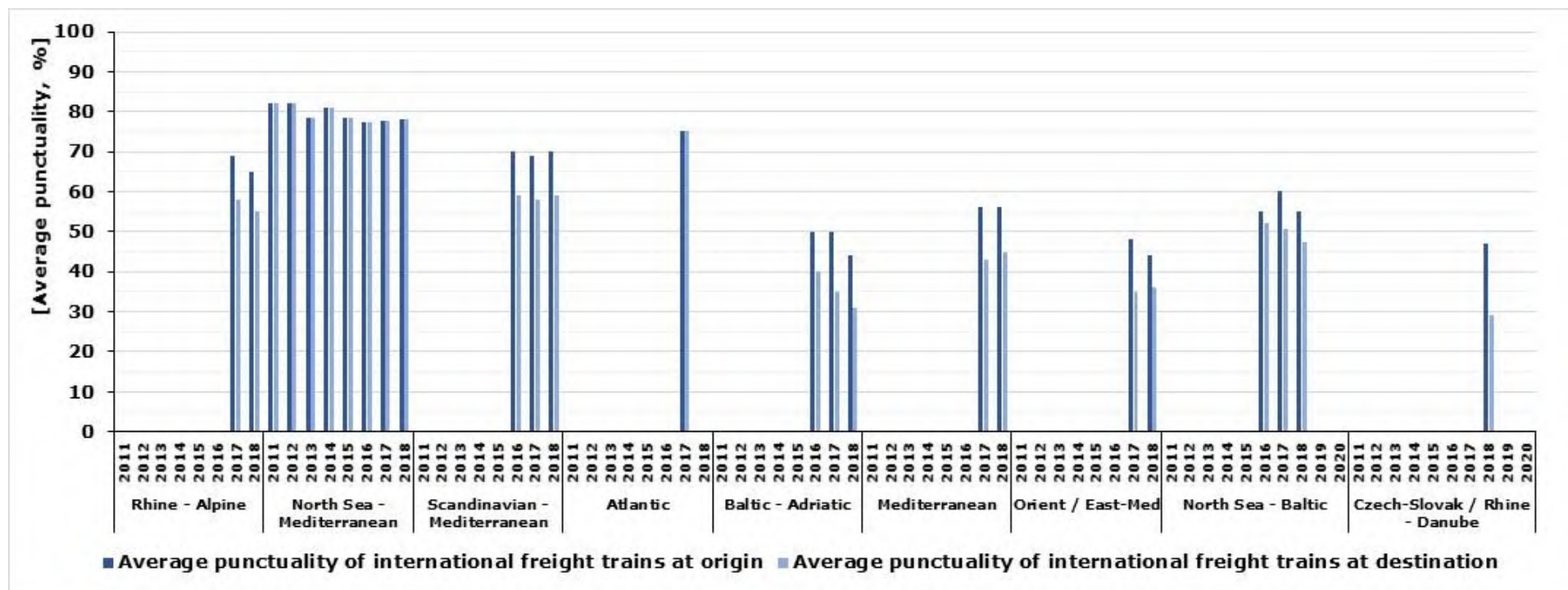
### **3      PERFORMANCE OF RAIL FREIGHT SERVICES**

### 3.1 Average commercial speed of pre-arranged paths of international freight trains



Source: Evaluation support study, based on documents at freight corridor level and annual publications of RNE

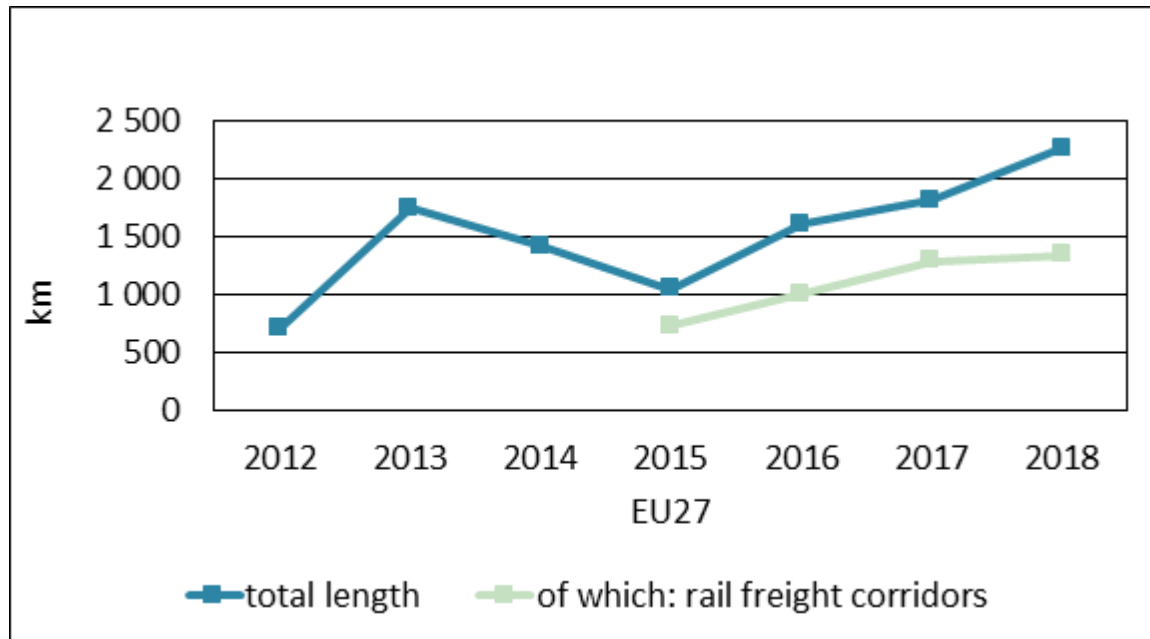
### 3.2 Average punctuality of international freight trains at origin and destination (% within 30-minute threshold)<sup>1</sup>



Source: Evaluation support study, based on data and documents at freight corridor level and annual publications of RNE

<sup>1</sup> Data is not available from RNE for the Alpine-Western Balkan and Amber rail freight corridors regarding the performance indicators on average punctuality.

### 3.3 Length of track declared congested in the EU27 + UK in accordance with Article 47 of Directive 2012/34/EU



Source: 7th rail market monitoring report by the European Commission

## **4 MAPS OF INTERNATIONAL RAIL FREIGHT TRAFFIC ON THE EU RAIL NETWORK**

### **4.1 Total international rail freight traffic by region**

The maps in this section show the total volume of cross-border freight trains recorded in the ‘Train Information System’ of RailNetEurope<sup>2</sup> in 2019. For technical reasons, the number of freight trains can only be displayed at reporting points. These reporting points do not only cover lines included in one or more Rail Freight Corridors but extend also to the rest of the network.

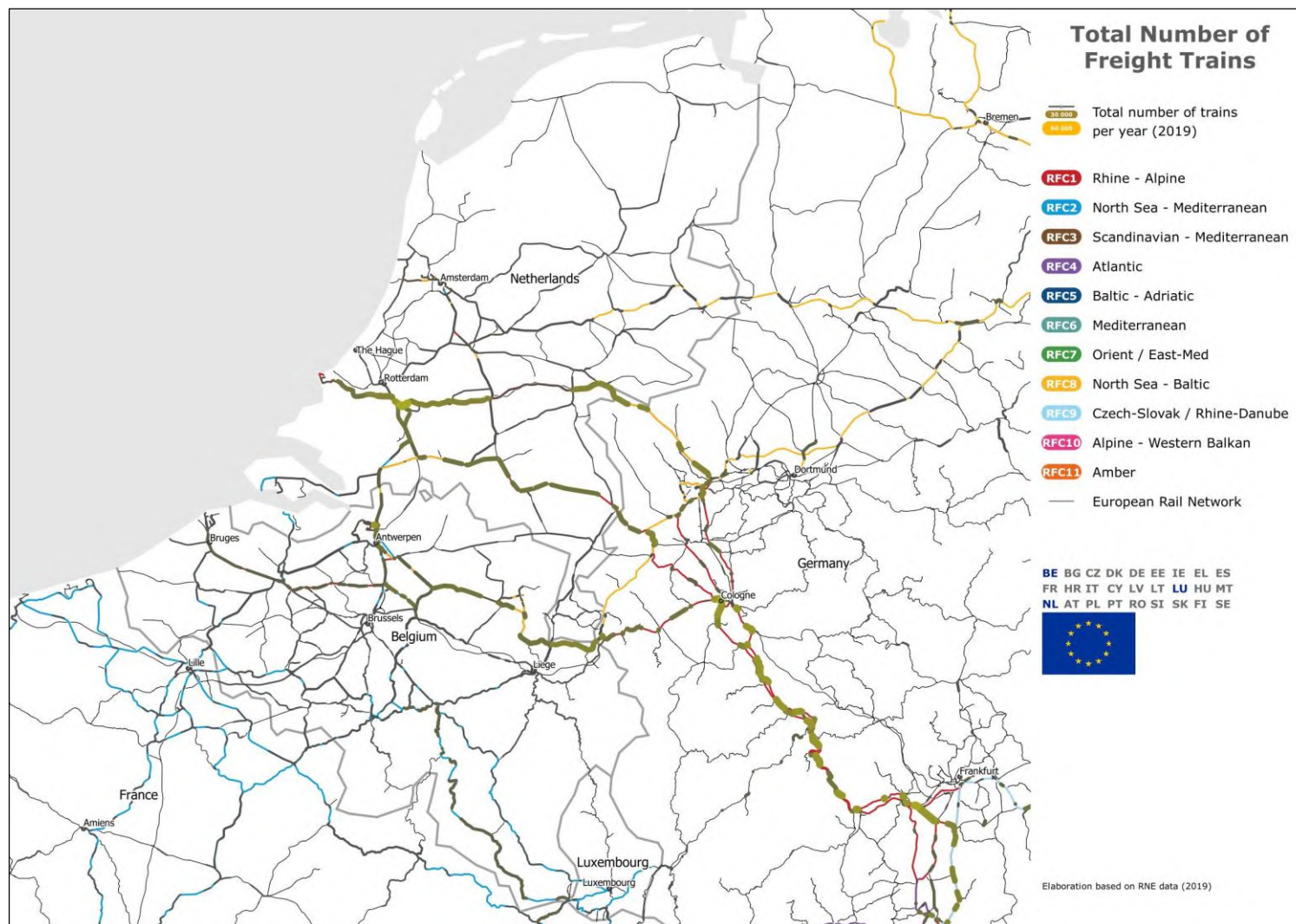
Information about rail freight traffic remains incomplete, i.e. it does not contain all cross-border freight trains. This is mainly due to two reasons: (i) not all infrastructure managers exchange information with TIS in a fully automated manner and (ii) trains are not traceable across the border sections due to changes in train numbers. This can either have operational reasons (such as the practice of some infrastructure managers to re-allocate train paths in the event of delays, in which case the initial traceability is lost) or result from the fact that train paths have been allocated at national level in a piecemeal manner (such that trains are assigned different train numbers from the outset and are not recognizable as cross-border trains).

The maps were prepared by the contractors of the evaluation support study.

---

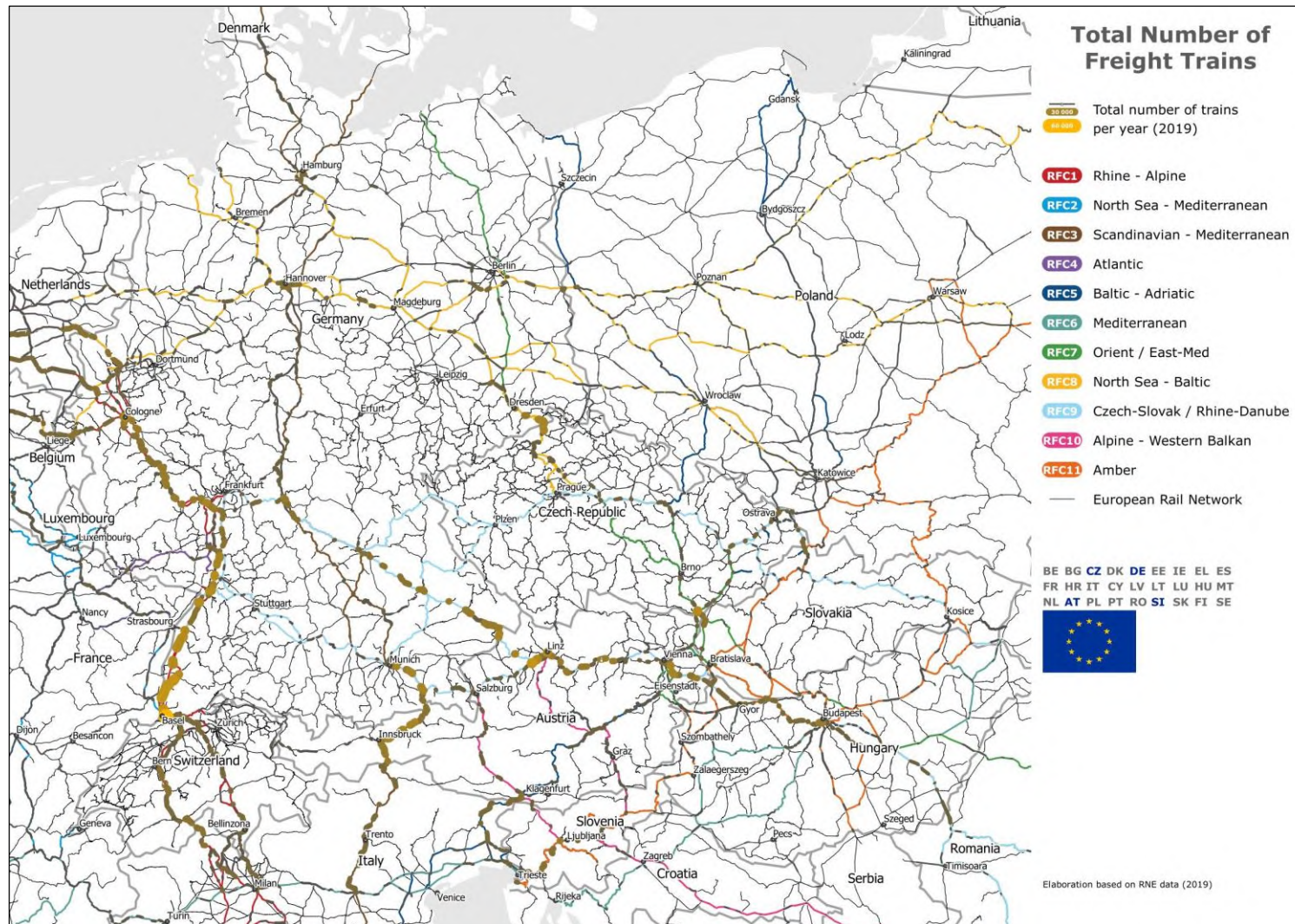
<sup>2</sup> See <https://tis.rne.eu/>.

Networks completely covered: Belgium, Luxembourg, Netherlands



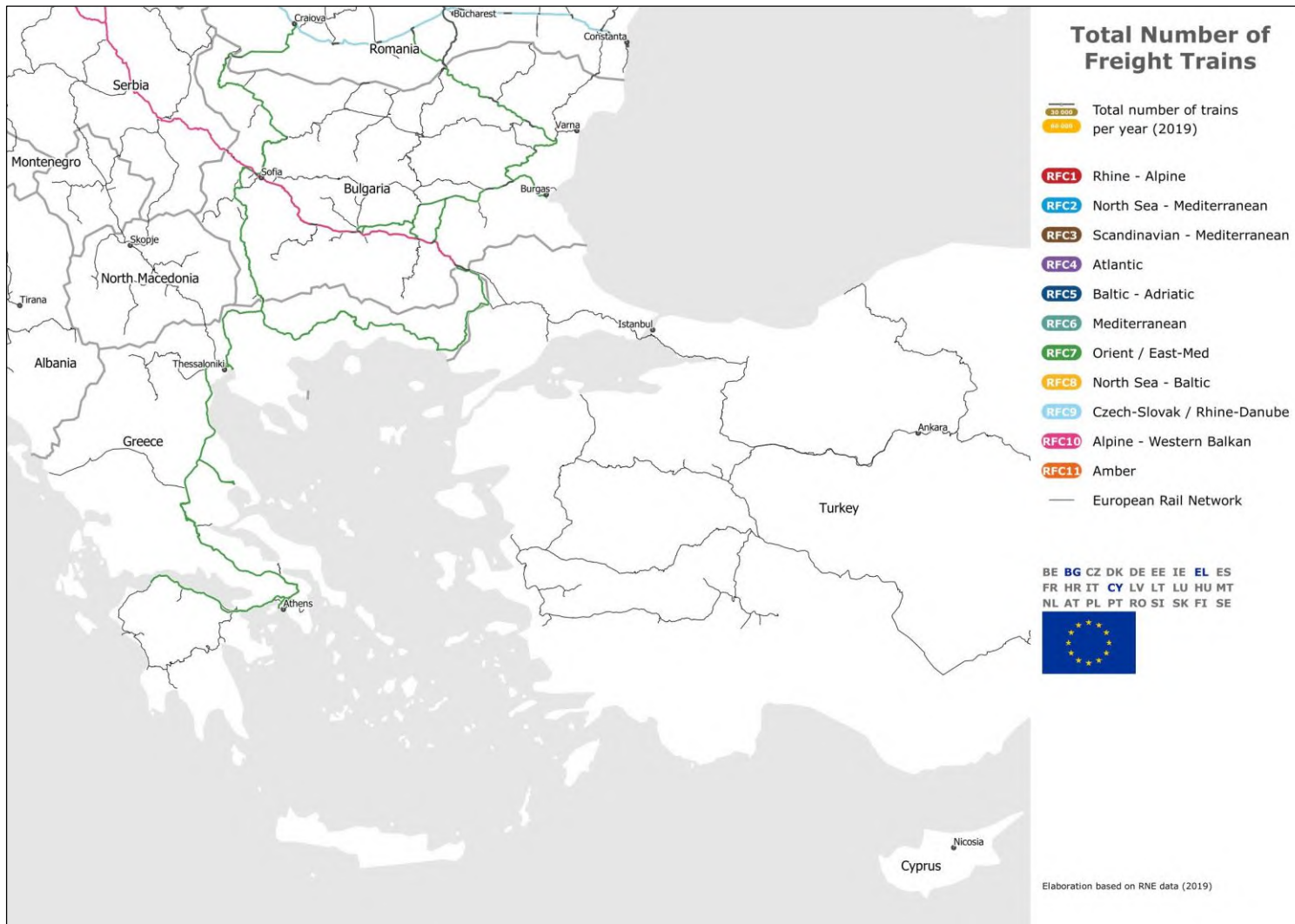


## Network completely covered: Czechia, Germany, Austria, Slovenia, Slovakia





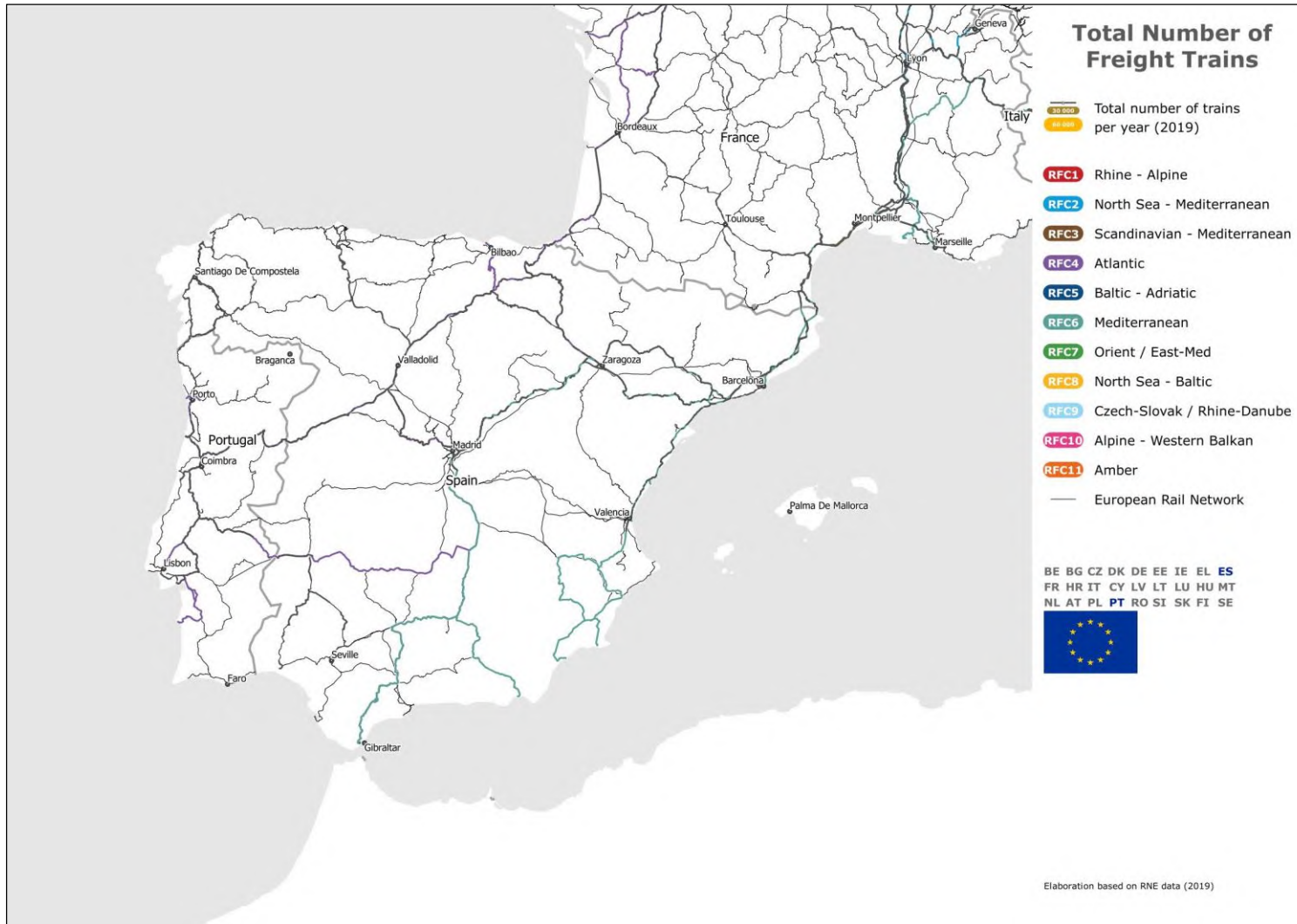
## Networks completely covered: Bulgaria, Greece



Note:

Information is incomplete or missing in Bulgaria and Greece (sparse or no information on number of freight trains).

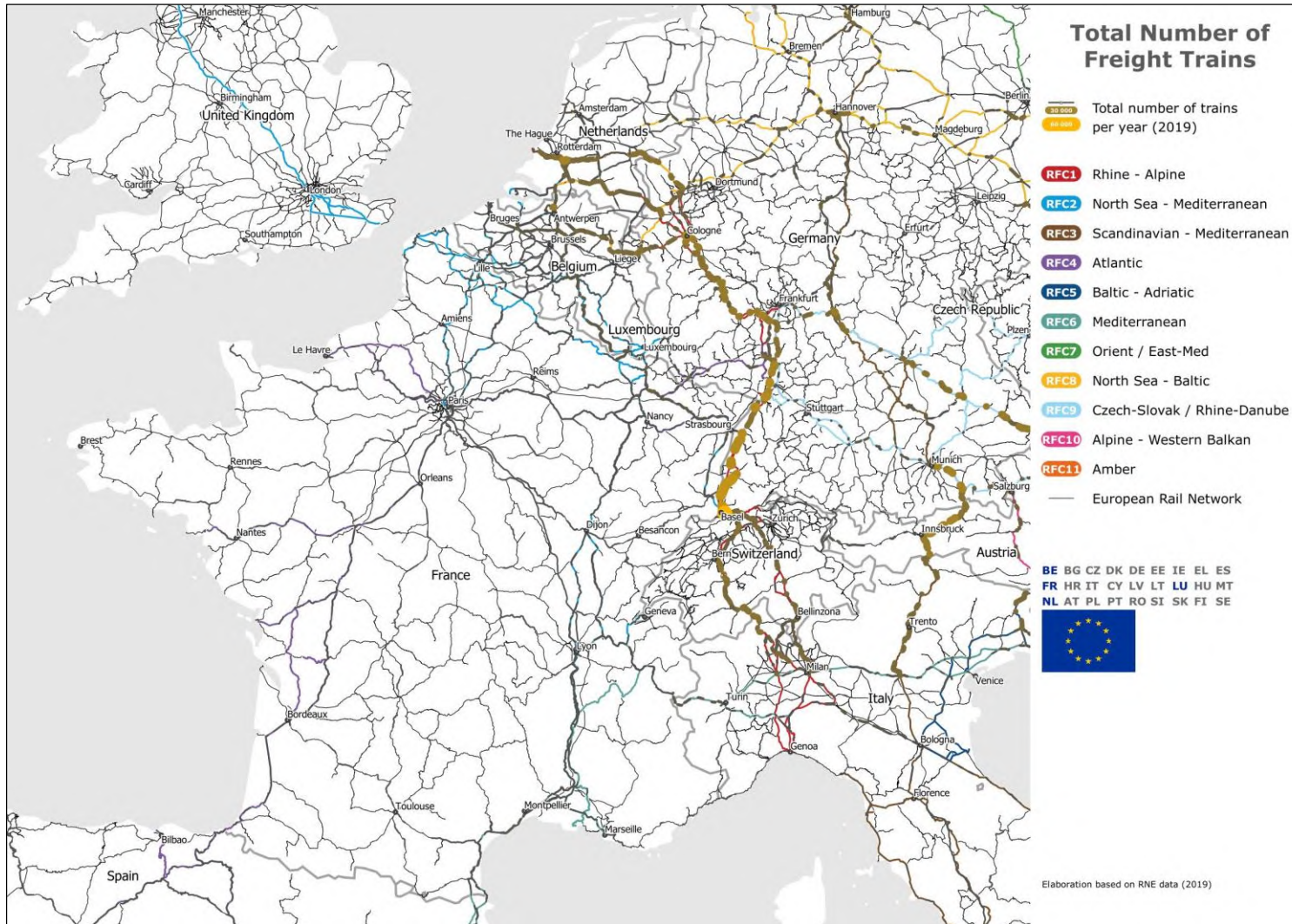
## Networks completely covered: Spain, Portugal



Note:

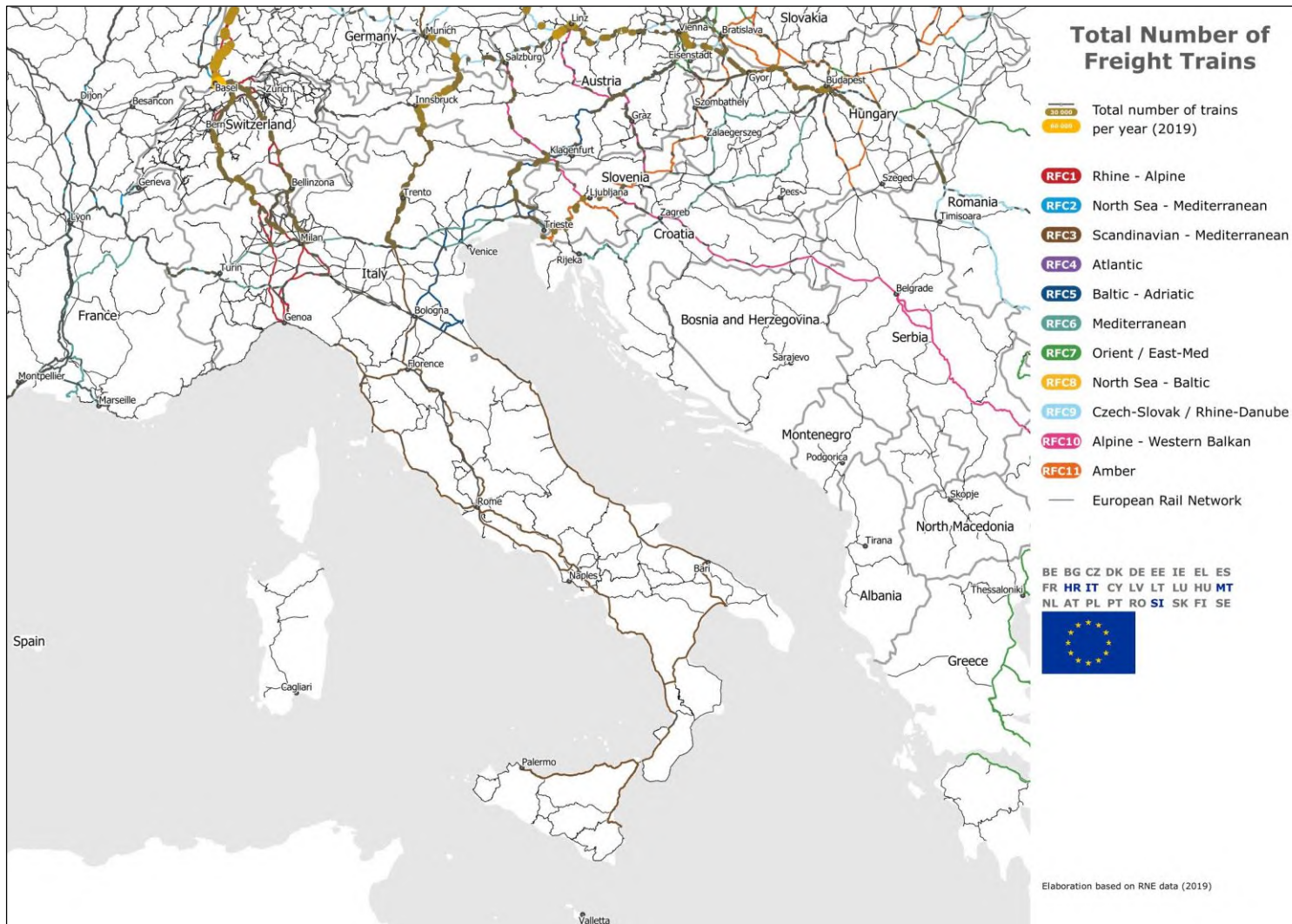
Information is incomplete or missing in Spain and Portugal (sparse or no information on number of freight trains).

Networks completely covered: Belgium, France, Luxembourg, Netherlands





## Networks completely covered: Croatia, Italy, Slovenia, Serbia



Note:

Information is incomplete or missing in Croatia and Serbia (discontinuities at borders and sparse or no information on number of freight trains).