



# Dwell time at Curtici

30 March 2023

# Data collection

6 March 2023

12 March 2023

33

Number of railway undertakings invited

10

Number of railway undertakings answered

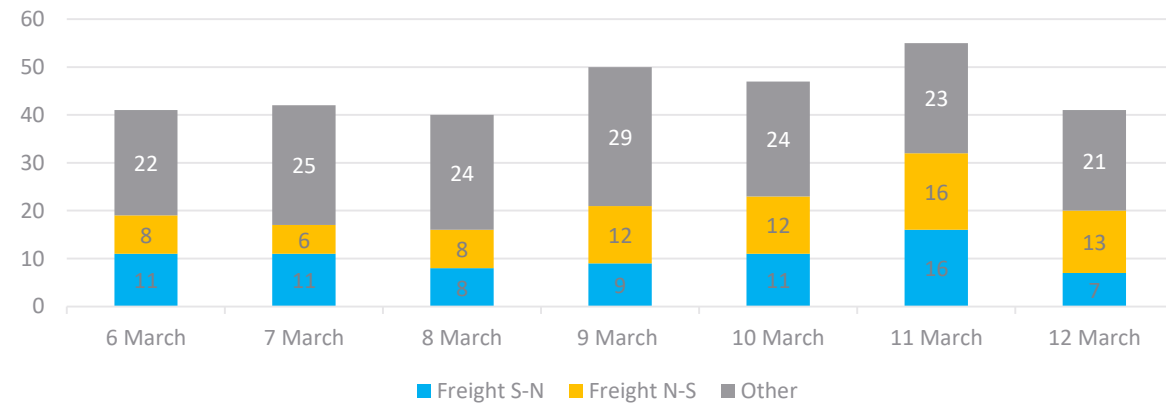
53%

Percentage of traffic covered

316

Number of trains monitored

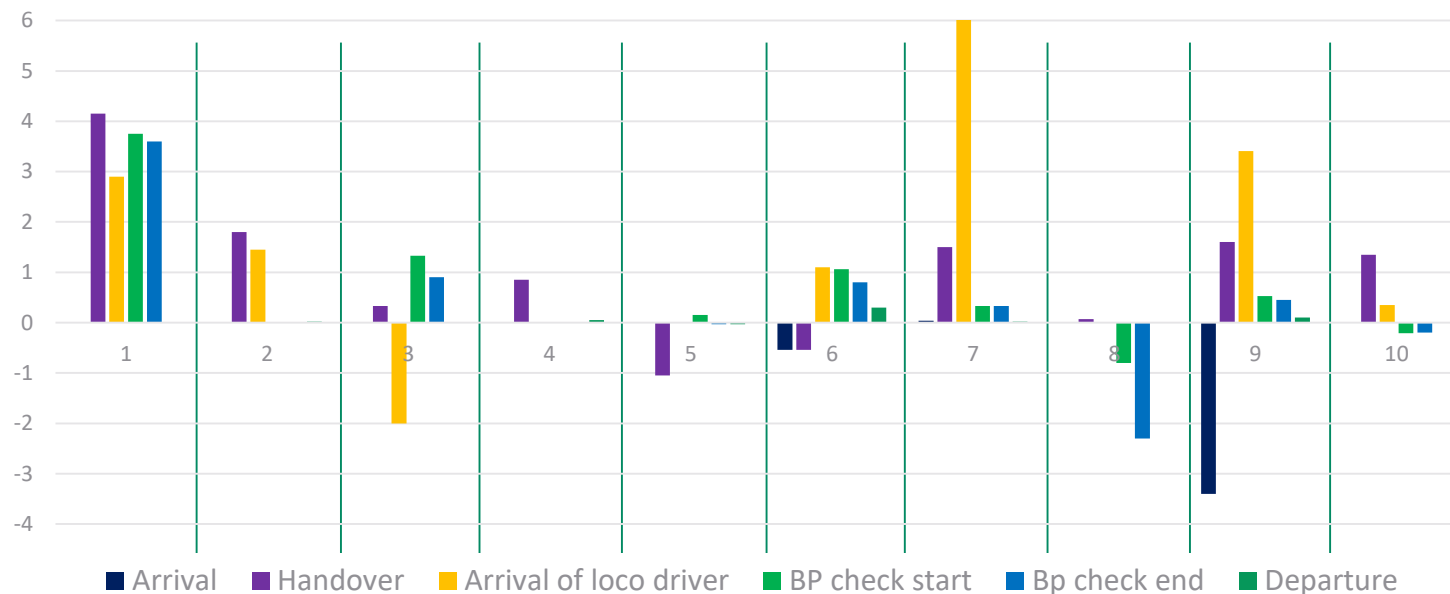
Types of traffic



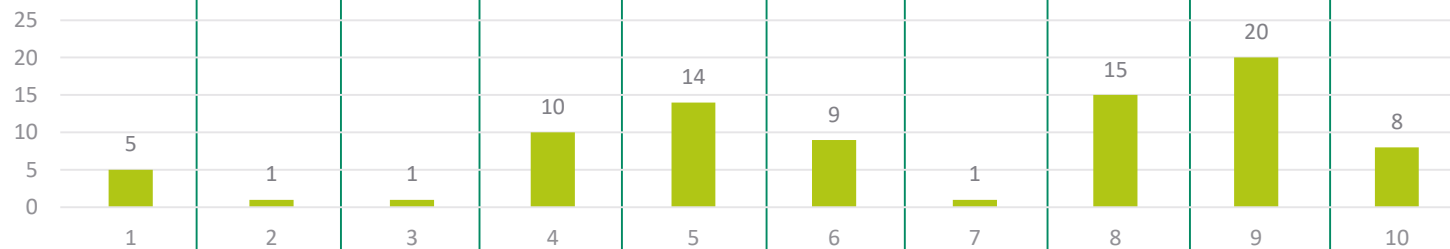
11% less trains than during data collection 2022  
No comments received about reasons of extreme values

# Data validation

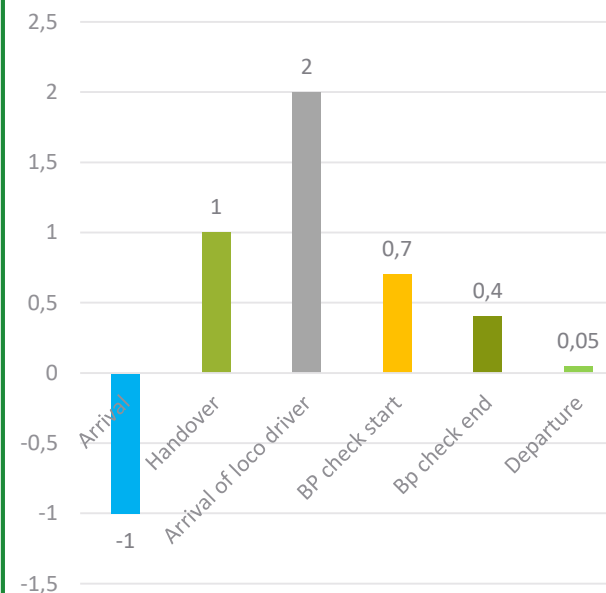
Data differences between RUs and CFR (hours)



Trains/RUs (pieces)

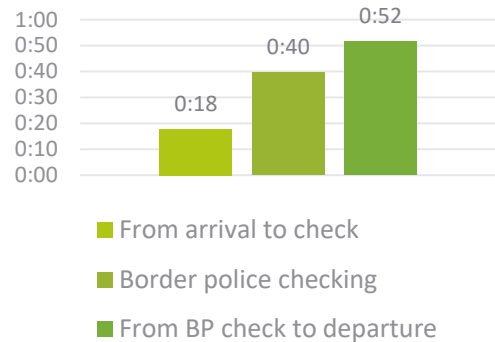


Aggregate data differences (10 RUs vs CFR)

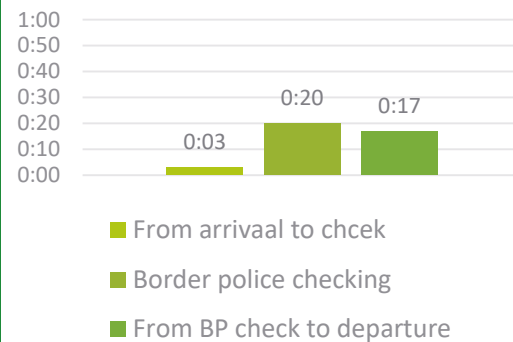


# Status in HU

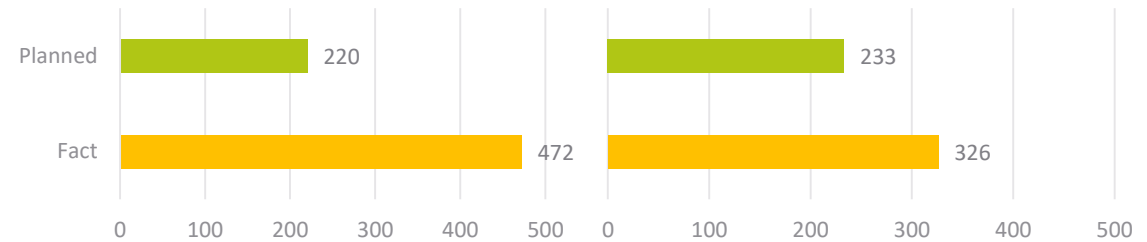
Average waiting times in Lőkösháza (minutes) 2022. 07.



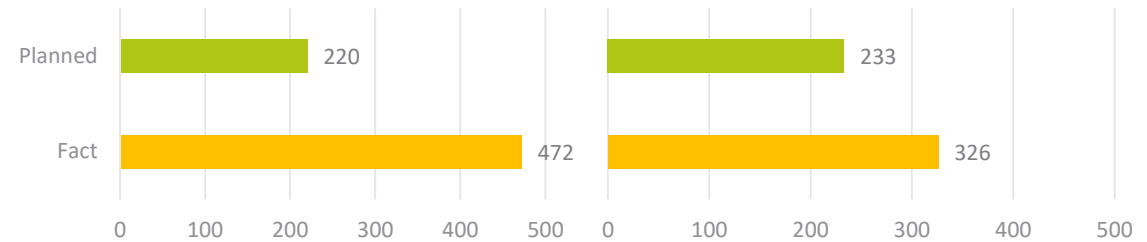
Average waiting times in Lőkösháza (minutes) 2023. 03.



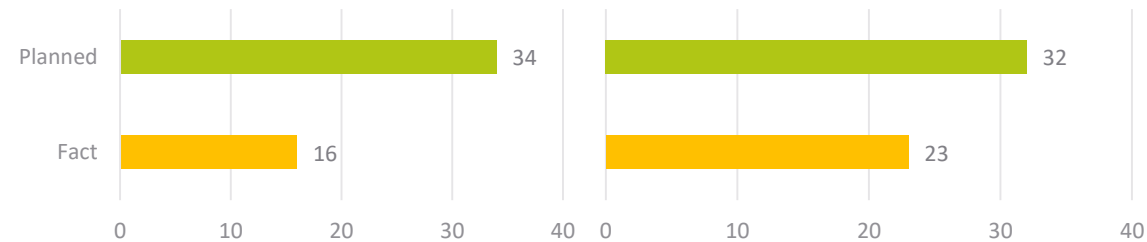
Running time between Szolnok – Lőkösháza border N-S (min.) 2022.07.



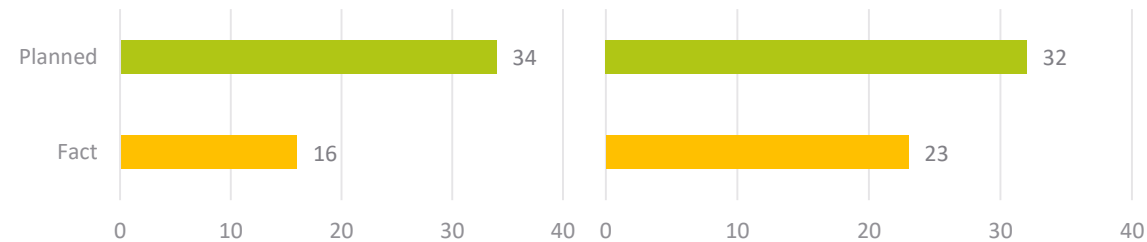
Running time between Szolnok – Lőkösháza border N-S (min.) 2023.03.



Running speed between Szolnok – Lőkösháza border N-S (km/h) 2022. 07.

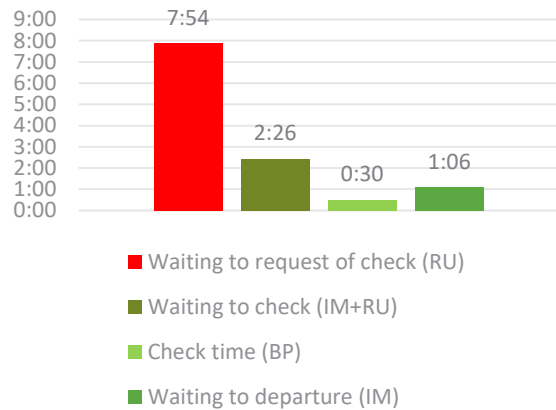


Running speed between Szolnok – Lőkösháza border N-S (km/h) 2023.03.

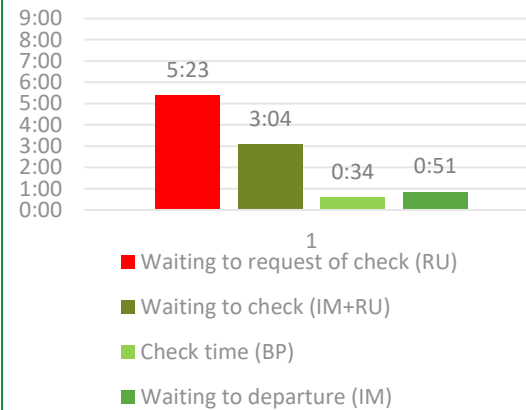


# Status in Curtici

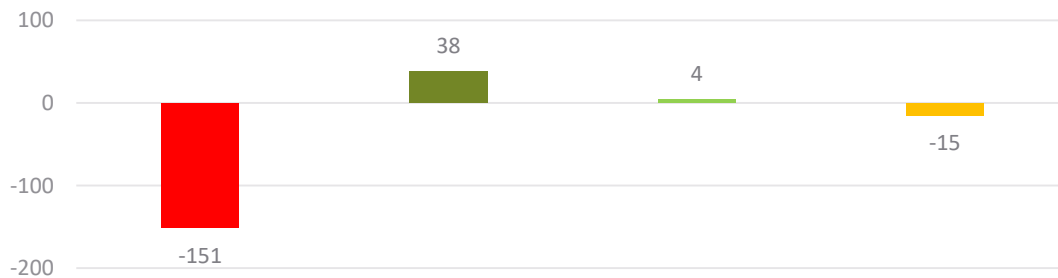
Average waiting times in Curtici S-N (hours) 2022. 07.



Average waiting times in Curtici S-N (hours) 2023. 03.



Changes from 07. 2022 to 03. 2023 (minutes)



Waiting time between arrival and handover is reduced by about 30% on average



Time of waiting for border police check increased by more than 20% on average



Overall amount of waiting time decreased by more than 2 hours



Workload of CFR's network has decreased due to the lack of Ukrainian traffic.

## Main data gap: when do the RUs' activities end?

Locomotive driver arrival logbook for Curtici introduced with 1 December 2022 (not obligatory)

Nevertheless, approx. 80% of all trains had logbook entries during data collection week

All but 4 values (from 64) were exactly the same as handover time between RUs

# Conclusions and next steps

## Conclusions

- ❖ The number of monitored trains (316) is a better sample than the sample of the previous monitoring last year.
- ❖ Still, it is not known again what the reasons for the longest dwell time are while the RUs are waiting to request the border police check (red column in previous slide). A deeper investigation is needed in this aspect.

## Proposed next steps

- ❖ To continue with the regular monitoring.
- ❖ To fill in the potential data gaps during the next monitoring in order to be able to do a deeper analysis of the longest component of the dwell time.
- ❖ To relaunch the regular meetings between CFR-MÁV-RUs about 3 times per year in order to further discuss the results of the regular monitoring and possible improvement actions.