

Office of Rail Transport

<https://utk.gov.pl/en/new/20668,Train-punctuality-in-3Q-2023.html>
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Train punctuality in 3Q 2023

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In 3Q 2023 89.6% of passenger trains and just over 51.9% of freight trains reached their final station on time. In 3Q 2023 punctuality for passenger services was on the lowest level for this year, while for freight services it was marginally lower than in 2Q. A total of 583.3 thousand trains were operated by rail carriers.

PASSENGER TRANSPORT

In 3Q 2023 480.6 thousand passenger trains were launched. Between July and September 89.59% of passenger trains were on time. It is 1.36 pp less than in 1Q and 1.54 pp less than in 2Q. Trains were most often late in August, with a punctuality rate of 88.11%. In July the punctuality rate was 89.71% and in September it was 90.99%.

Compared to the same period in 2022, train punctuality increased by 2.37 pp. The biggest change was in July 2023 - the result was 4.47 pp better than a year ago. This result was heavily influenced by the change in punctuality of the main long-distance carrier, PKP Intercity. The operator improved its score by 13 pp in July 2023 as compared to July 2022.

As in previous quarters, the highest punctuality rate had the Warsaw Commuter Rail with a score of 99.8% (1.8 pp higher than in 2Q). The main long-distance carrier, PKP Intercity, recorded a 3.7 pp decrease in punctuality compared to 2Q 2023. For this operator the punctuality rate in 3Q was 69.8%.

Among the most common causes of delays in July-September were those categorised under codes 50-4 - large number of passengers, 64-1 WCJ - extended journey time, 64-2 - repair or replacement due to breakdown (in addition to the use of other locomotives). The first two codes are associated with short delays, but the last one is often assigned to situations causing a significant delay (for 472 causes assigned to this code, the delay was minimum 60 minutes).

The improved punctuality rate in 3Q 2023 - as compared to last year - is a positive development, especially given the higher number of launched trains. For the main long-distance carrier, the number of trains delayed more than 120 minutes has decreased - by 56% in July and by 39% in August compared to 2022. On the other hand, the persistently low values

of the punctuality rate calculated from the first minute are alarming. This tendency towards a significant number of delays of less than 5 minutes 59 seconds can be seen for trains running in the agglomeration areas. This has to do, among other things, with delays occurring in important transport hubs. A particular challenge is also a significant number of delays caused by rolling stock breakdowns – comments Ignacy Góra, President of the Office of Rail Transport.

The average delay of trains in 3Q was 22 minutes for trains delayed more than 5 minutes 59 seconds and 9 minutes for all trains running.

RAIL FREIGHT

Between July and September operators launched 102,700 freight trains. Of these, 51.89% arrived at the terminus on time. Compared to 1Q, the punctuality was 3.44 pp better, while compared to 2Q, the decrease was 1.67 pp. For trains running domestically, the punctuality rate in 3Q was 54.27%. The punctuality of international trains was 41.80%.

July was the best in terms of punctuality with 52.47% trains arriving on time. In August this value was 52.13%, while in September it was 51.09%. The average delay time for a freight train in these months was 679 minutes.

Detailed data on train punctuality in 3Q 2023 can be found on our statistics website Dane Kolejowe (Railway Data) in the [Train punctuality](#) section.