

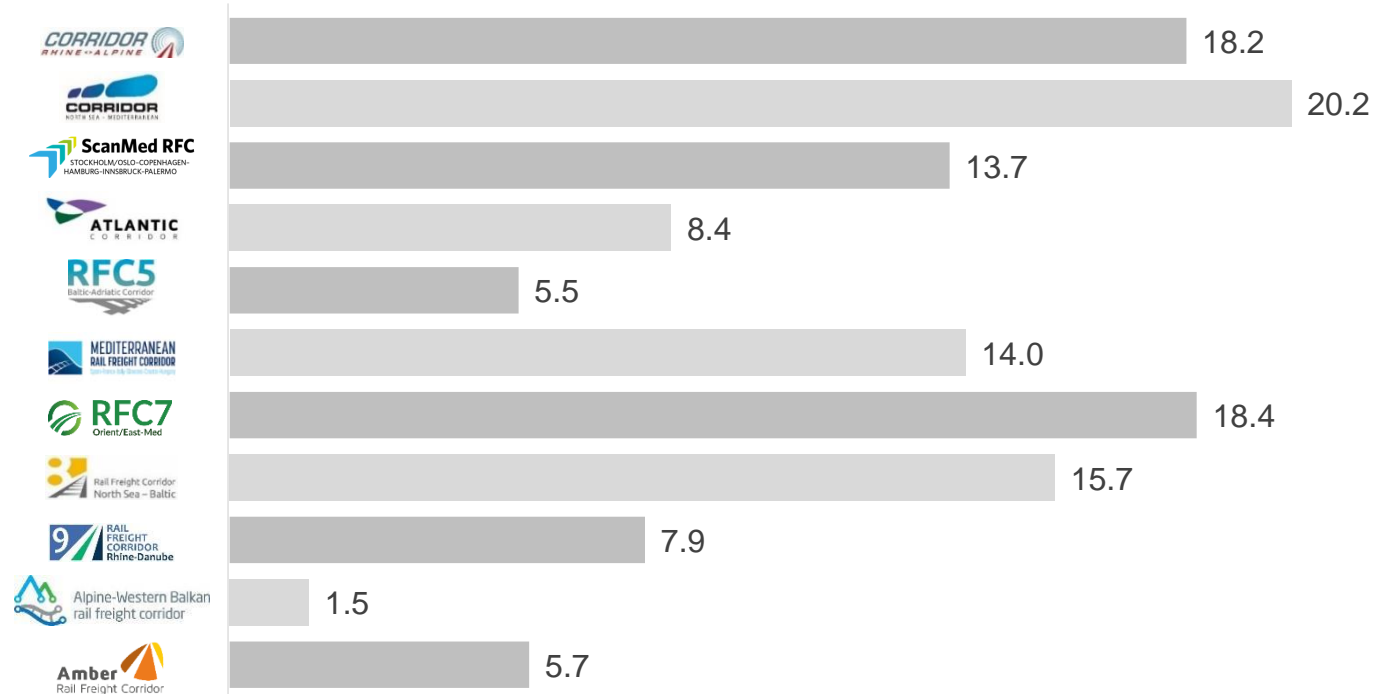


# Commonly applicable RFC KPIs

2021

# CAPACITY MANAGEMENT

## Volume of offered capacity – PaPs (at X-11) (millions of path kilometers)



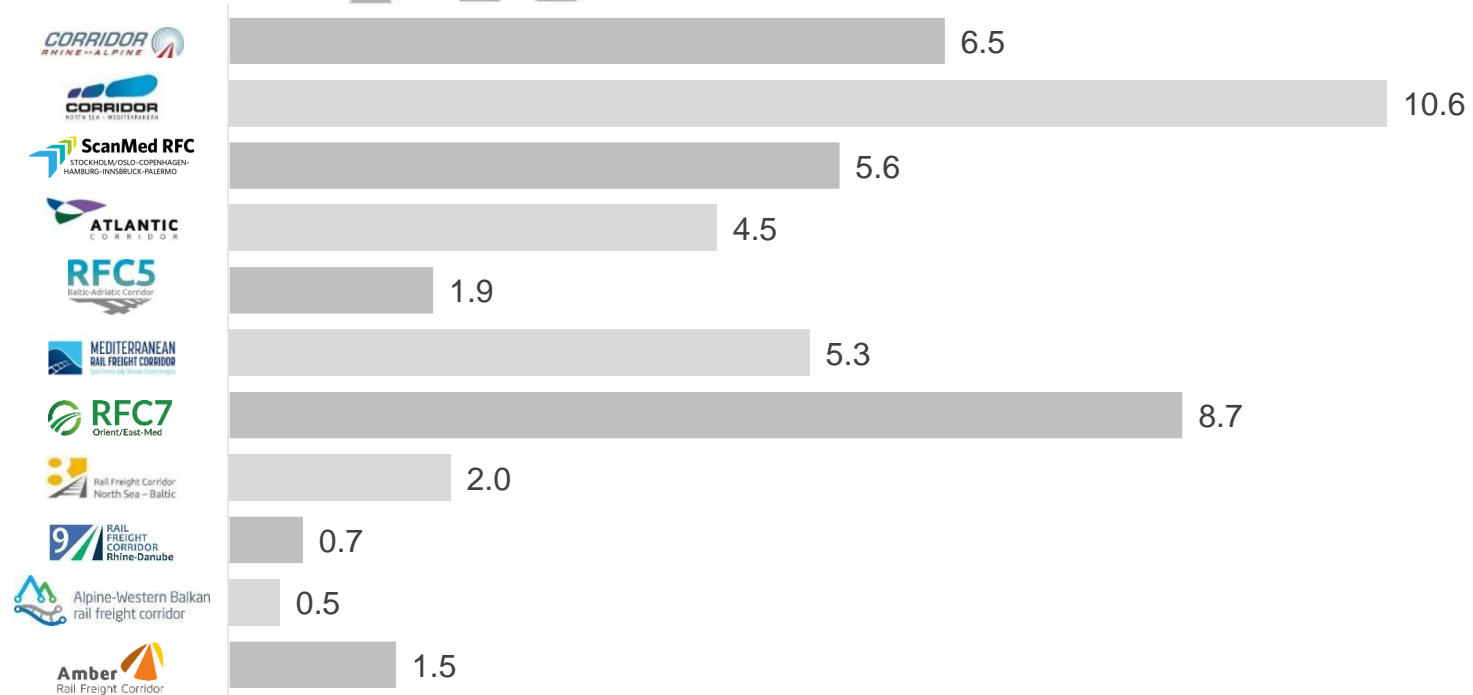
*\*The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

For TT 2022

# CAPACITY MANAGEMENT

## Volume of requested capacity – PaPs (at X-8)

(millions of path kilometers)

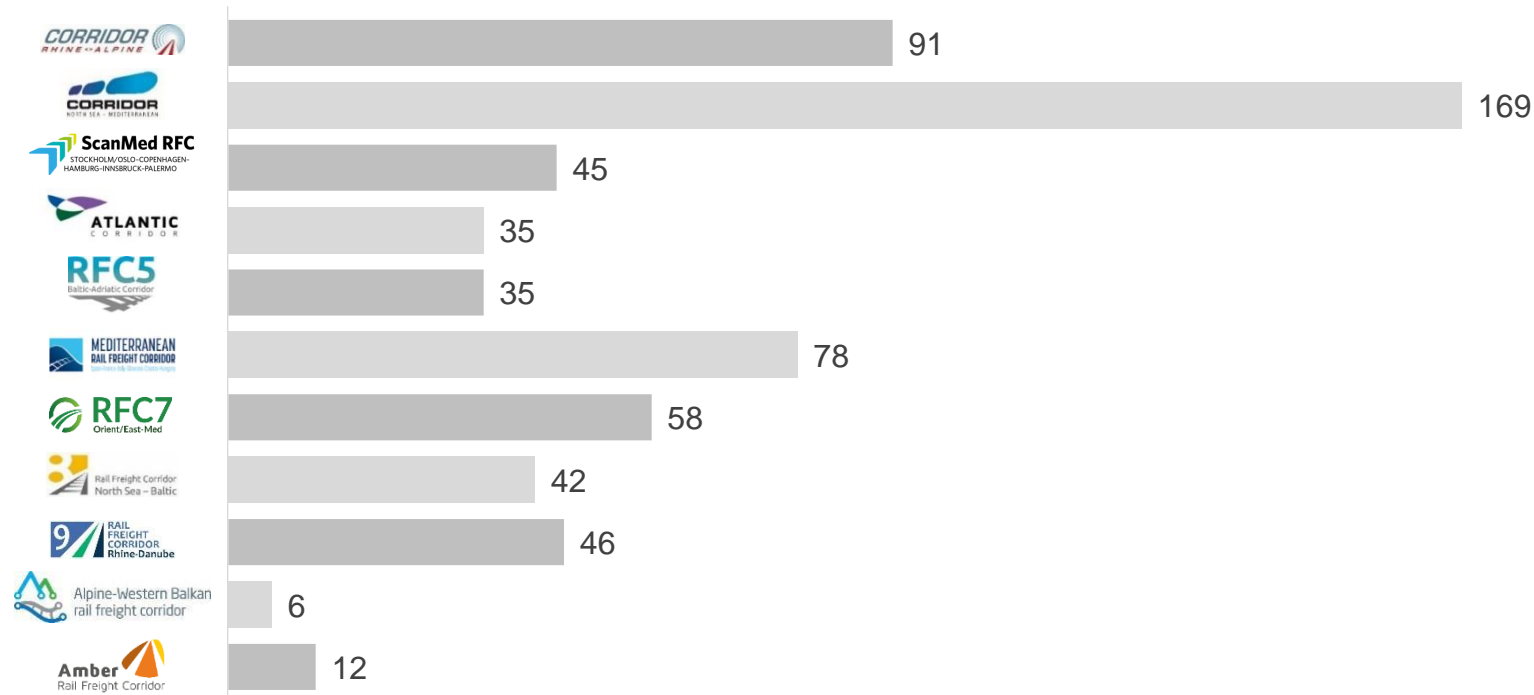


For TT 2022

*\*The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

# CAPACITY MANAGEMENT

## Number of requests – PaPs (at X-8) (number of PCS dossiers)

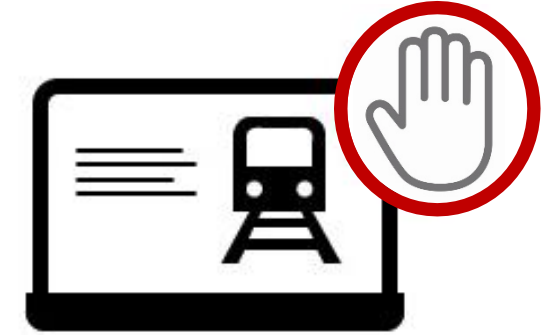
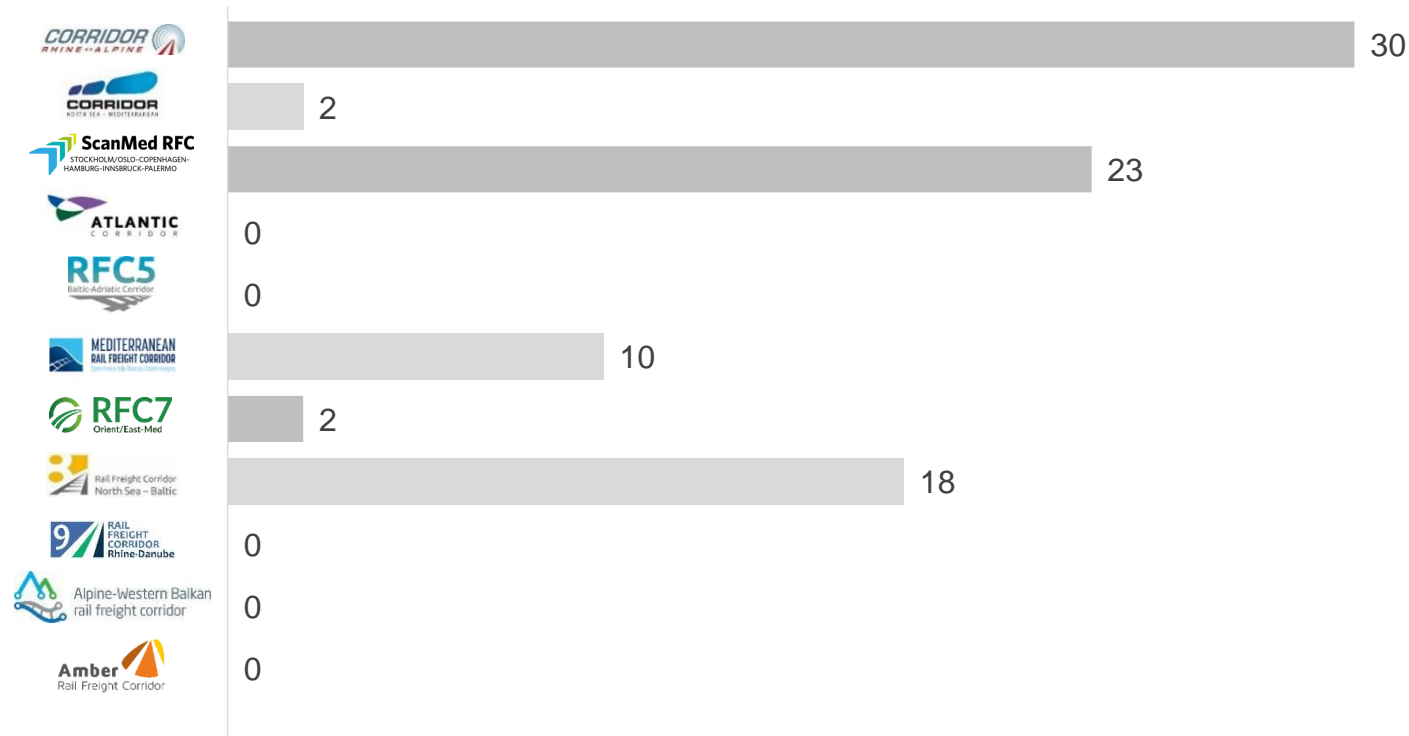


For TT 2022

*\*The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

# CAPACITY MANAGEMENT

## Number of conflicts – PaPs (at X-8) (number of conflicting PCS dossiers)

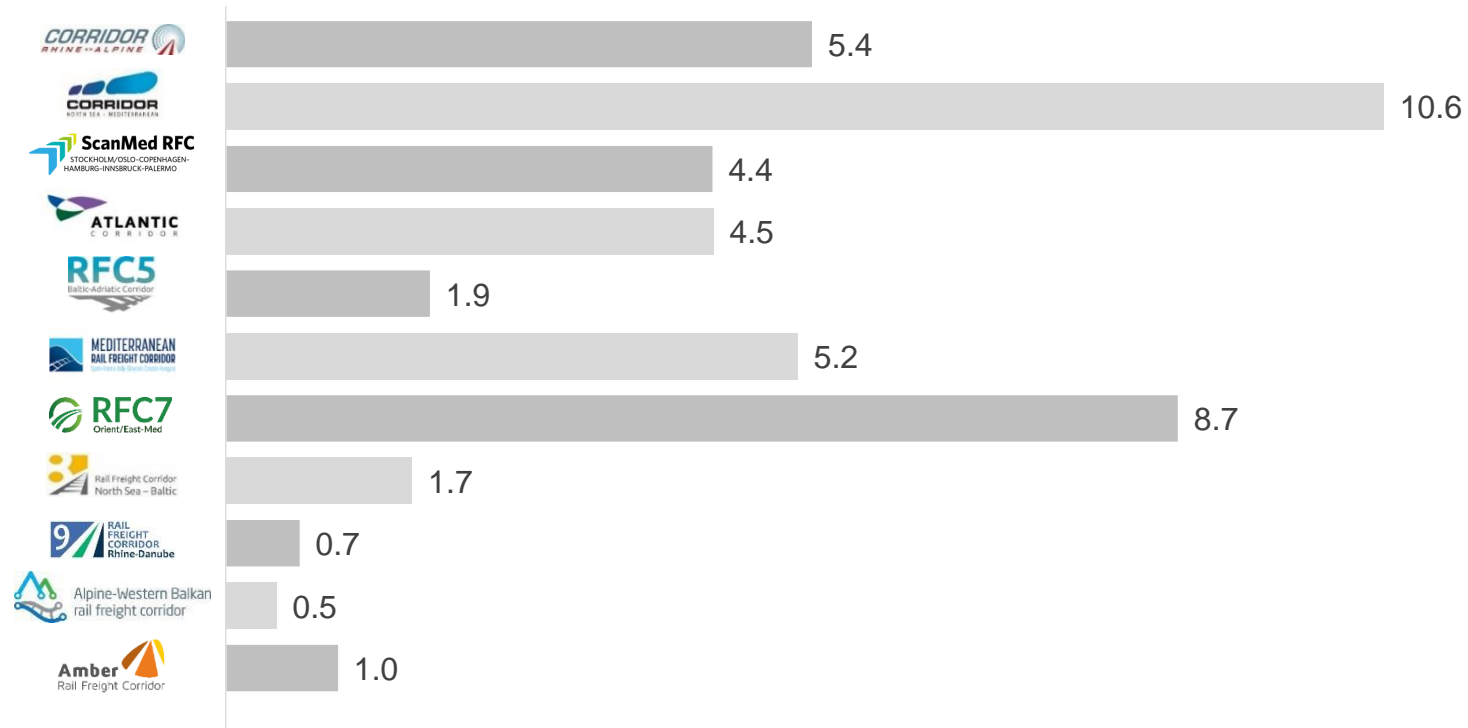


For TT 2022

*\*The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

# CAPACITY MANAGEMENT

## Volume of pre-booked capacity – PaPs (at X-7.5) (millions of path kilometers)

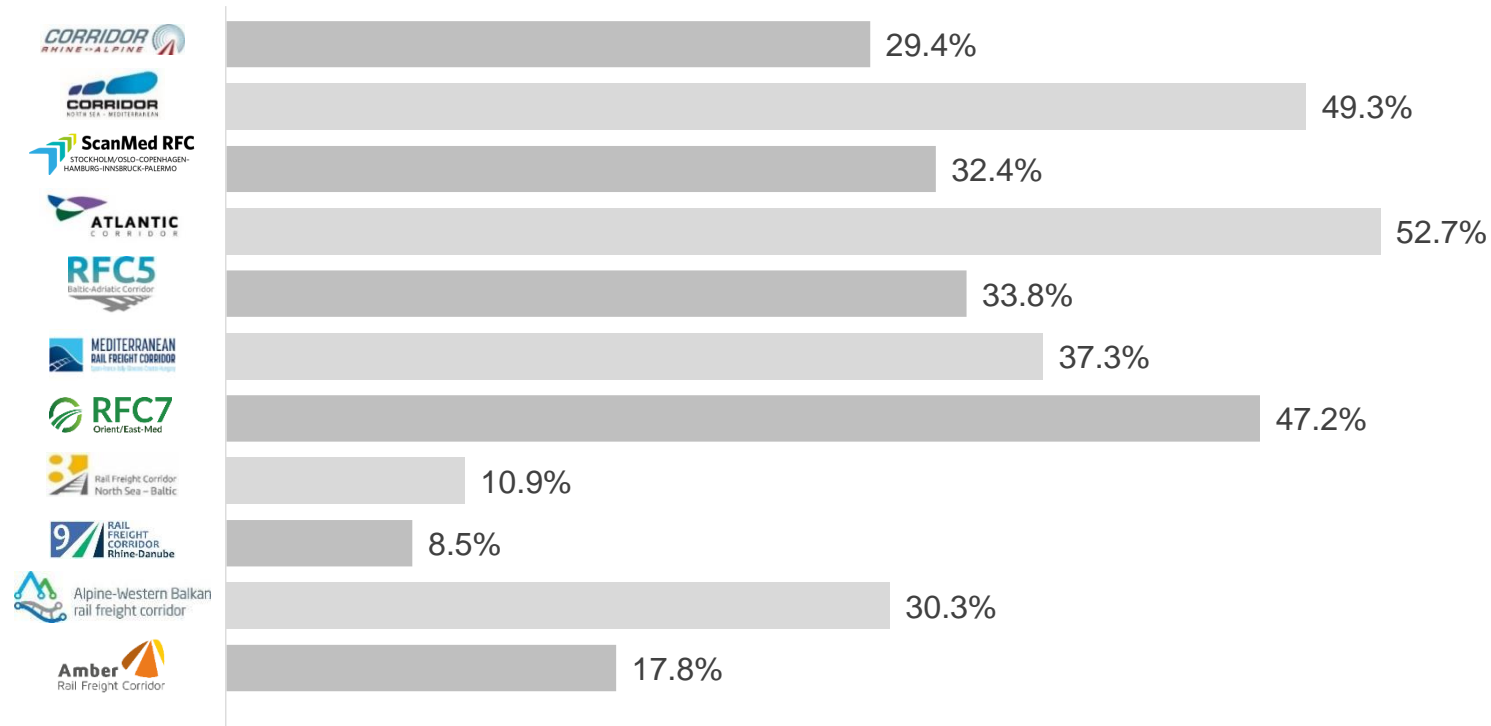


For TT 2022

*\*The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

# CAPACITY MANAGEMENT

## Ratio of pre-booked capacity – PaPs (at X-7.5) (to the volume of capacity offered at x-11)



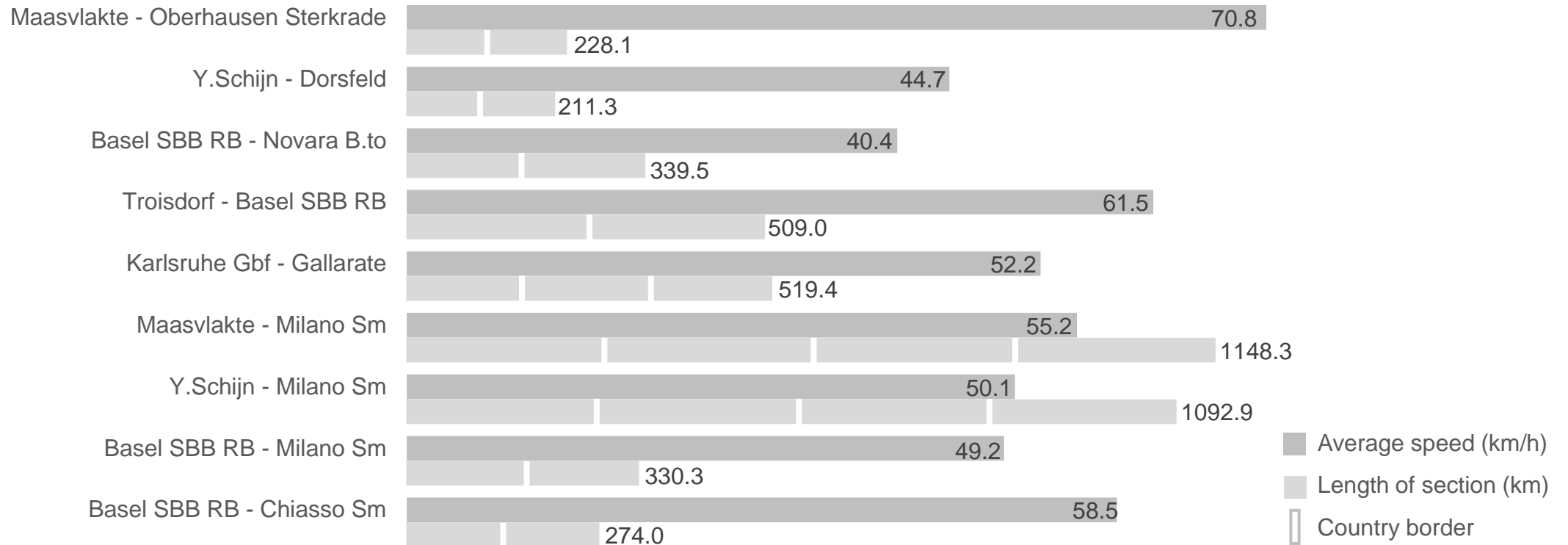
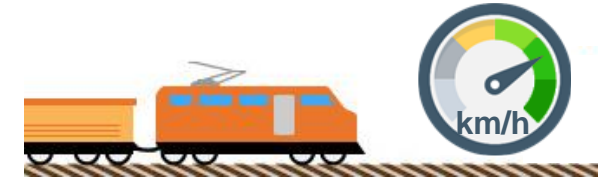
*\*The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

For TT 2022

# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2022

(calculation per O/D pairs)



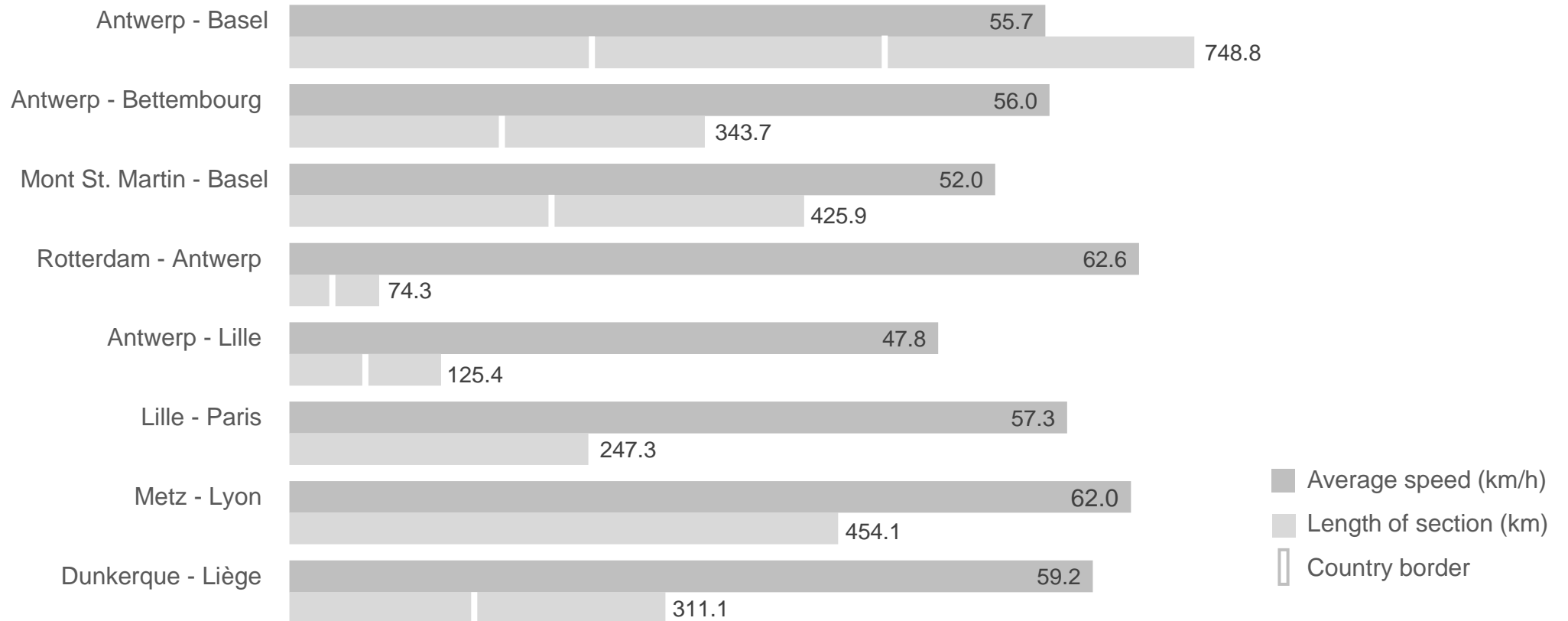
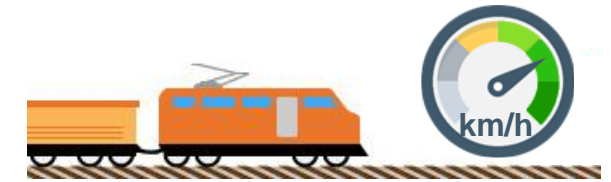
*\*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.*



# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2022

(calculation per O/D pairs)

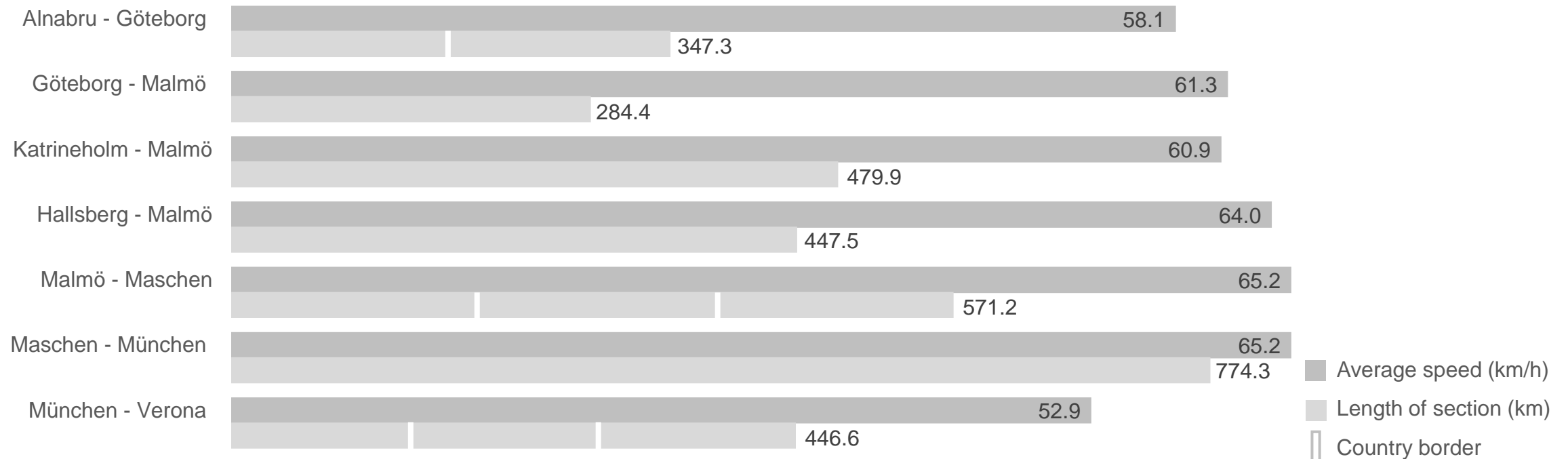
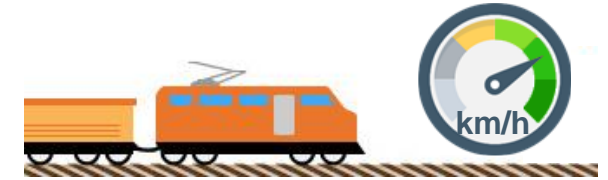


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(calculation per O/D pairs)

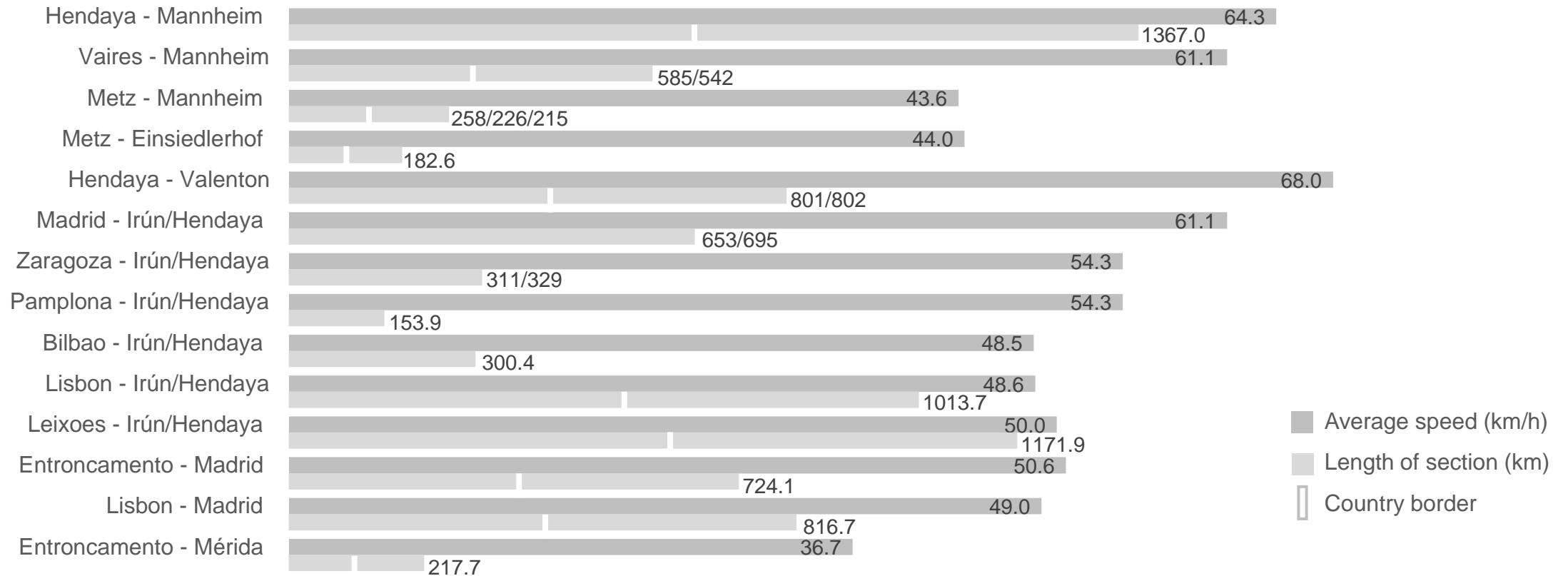
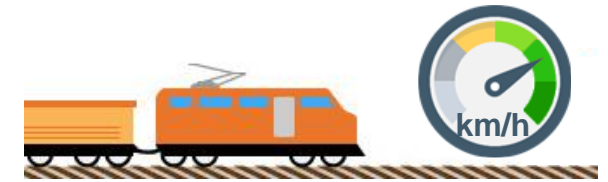


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## Average planned speed of PaPs for TT 2022

(calculation per O/D pairs)

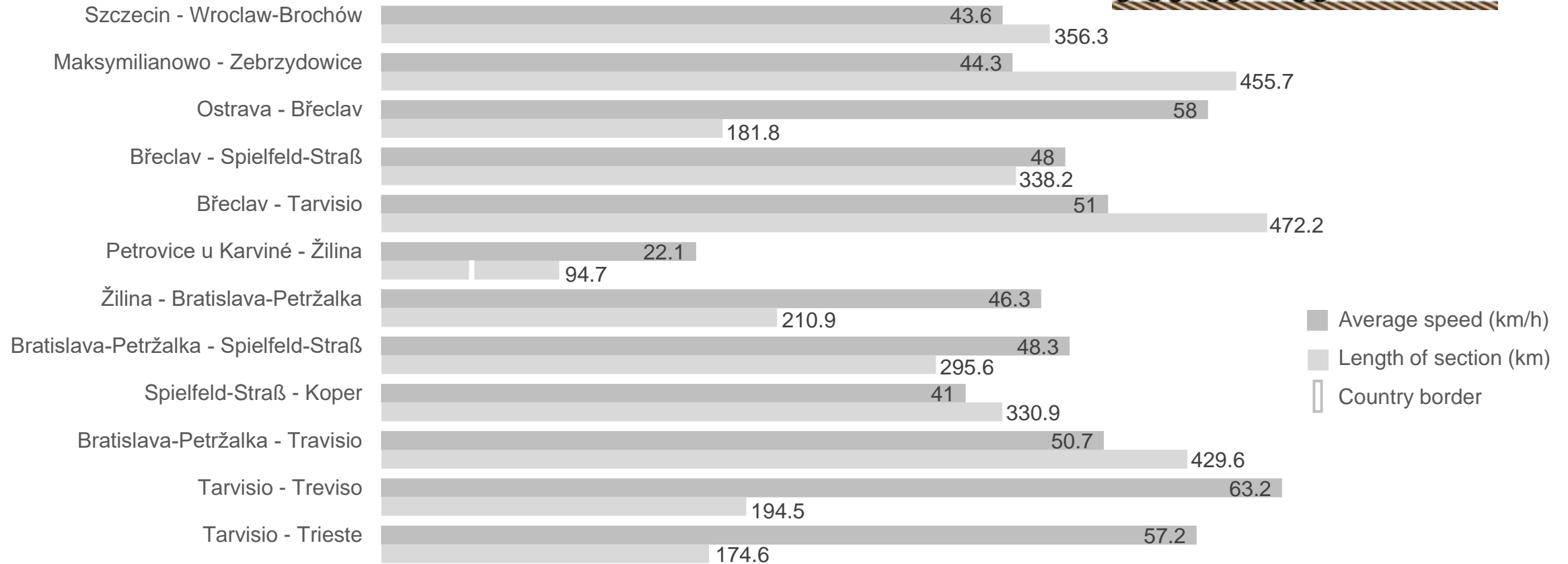
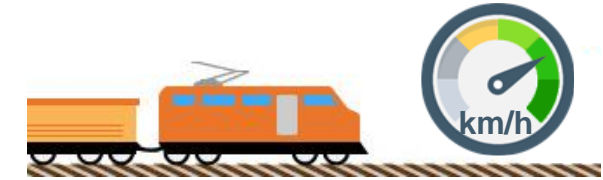


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# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2022

(calculation per O/D pairs)

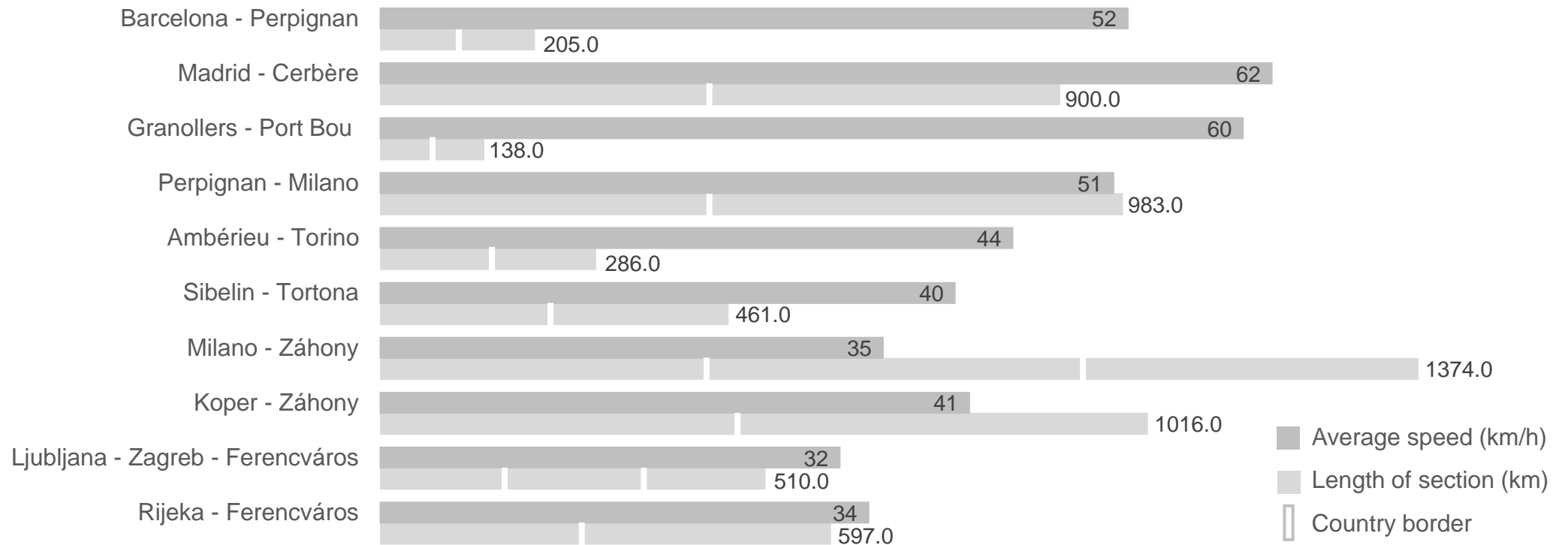
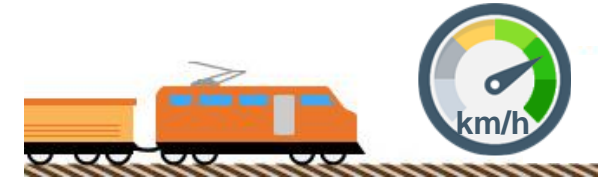


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# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2022

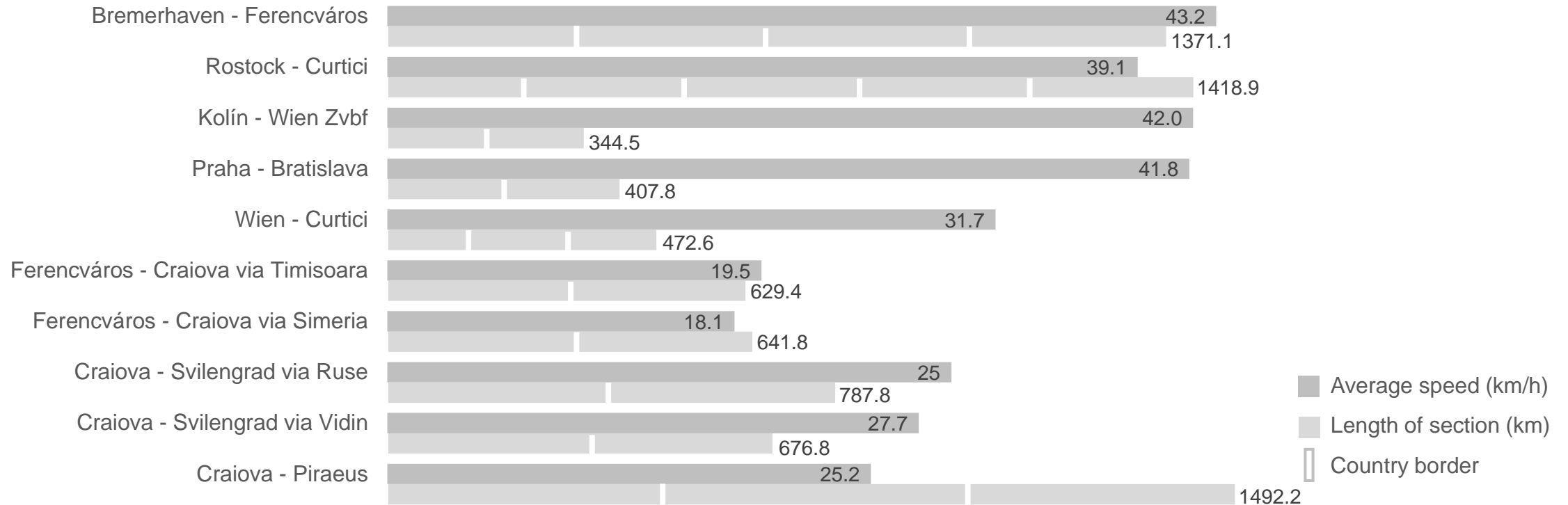
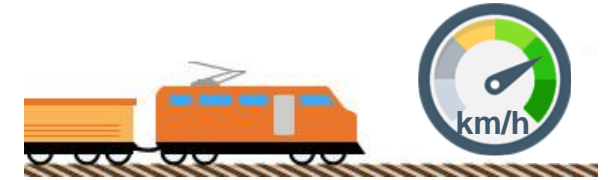
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## Average planned speed of PaPs for TT 2022 (calculation per O/D pairs)

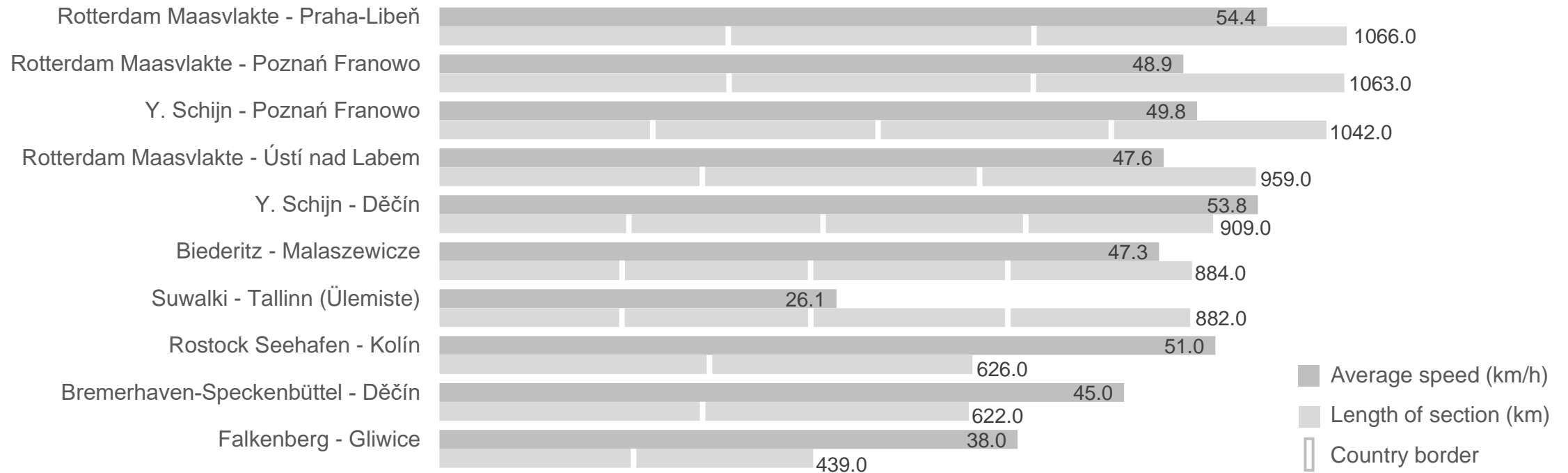
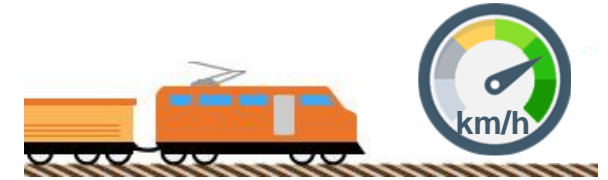


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## Average planned speed of PaPs for TT 2022

(calculation per O/D pairs)

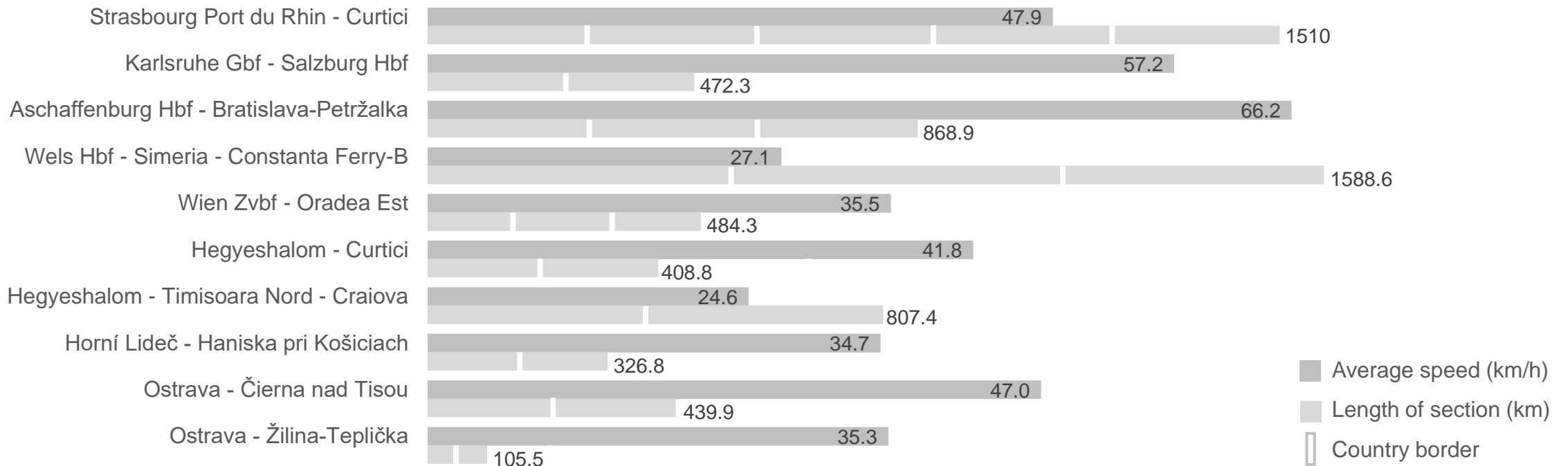
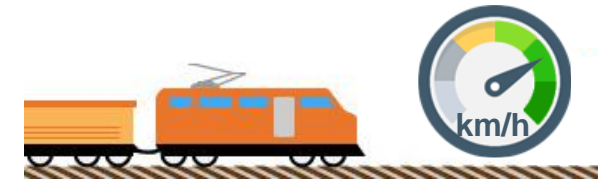


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# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2022

(calculation per O/D pairs)



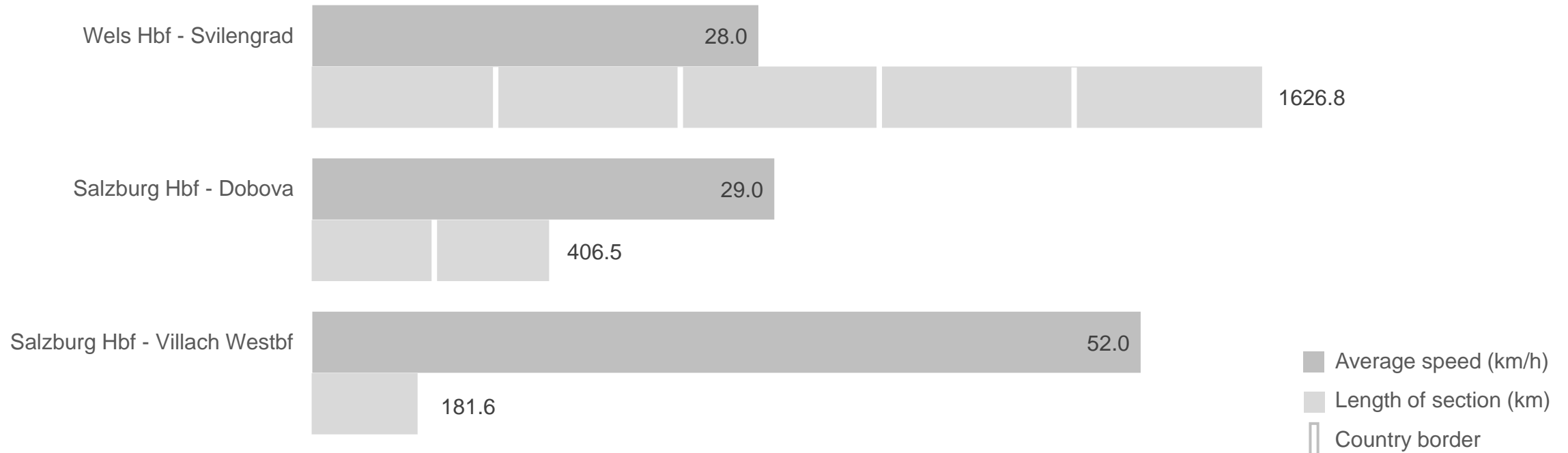
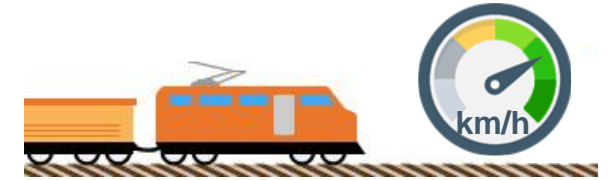
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# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2022

(calculation per O/D pairs)

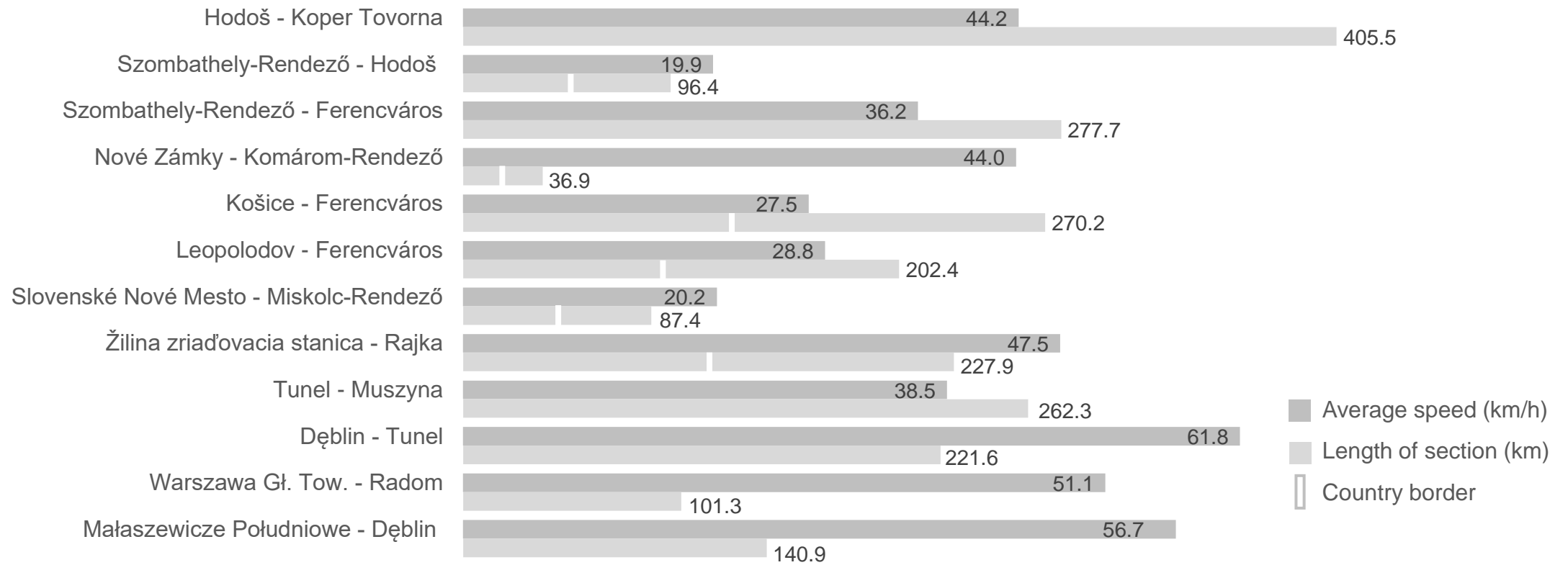
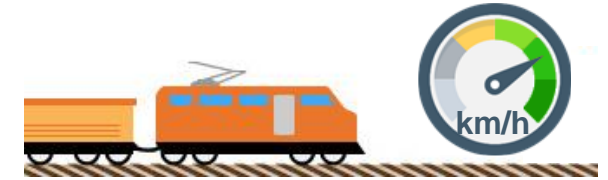


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# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2022

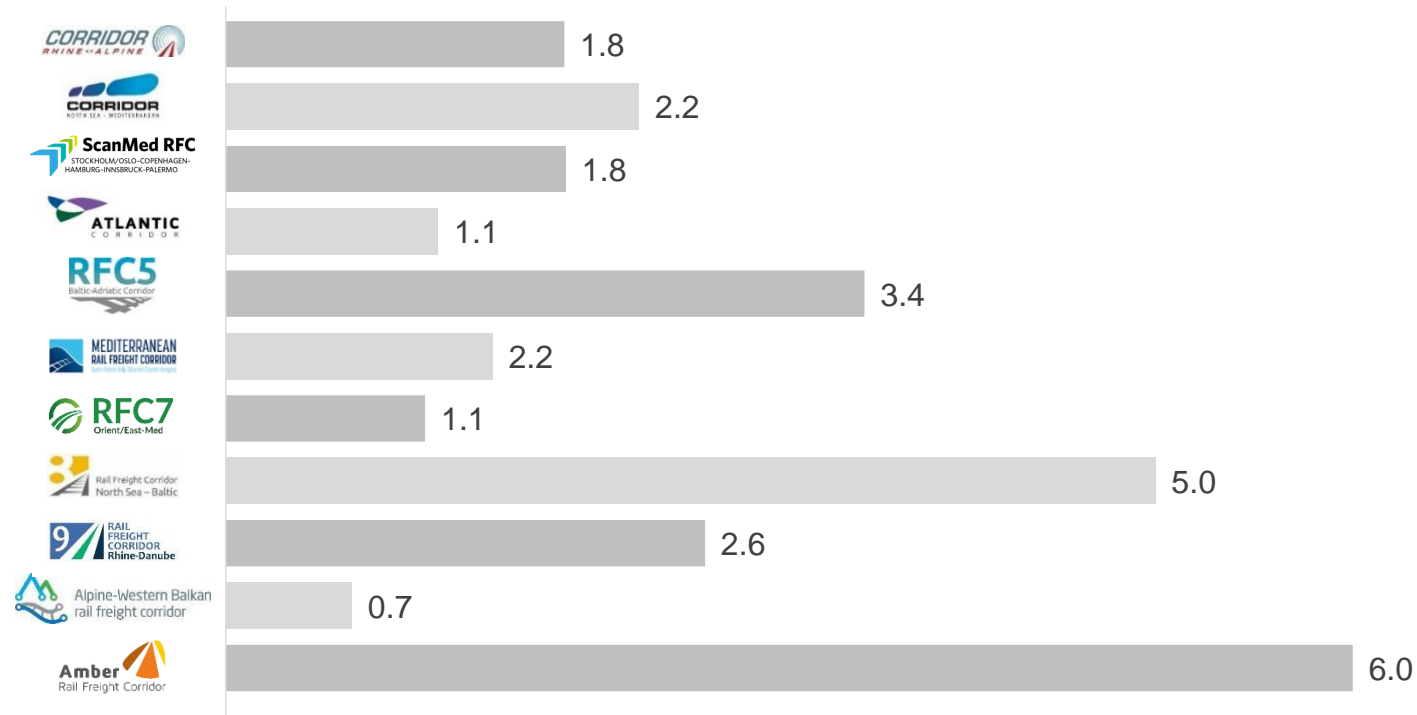
(calculation per O/D pairs)



*\*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.*

# CAPACITY MANAGEMENT

## Volume of offered capacity – Reserve Capacity (at X-2) (millions of path kilometers)

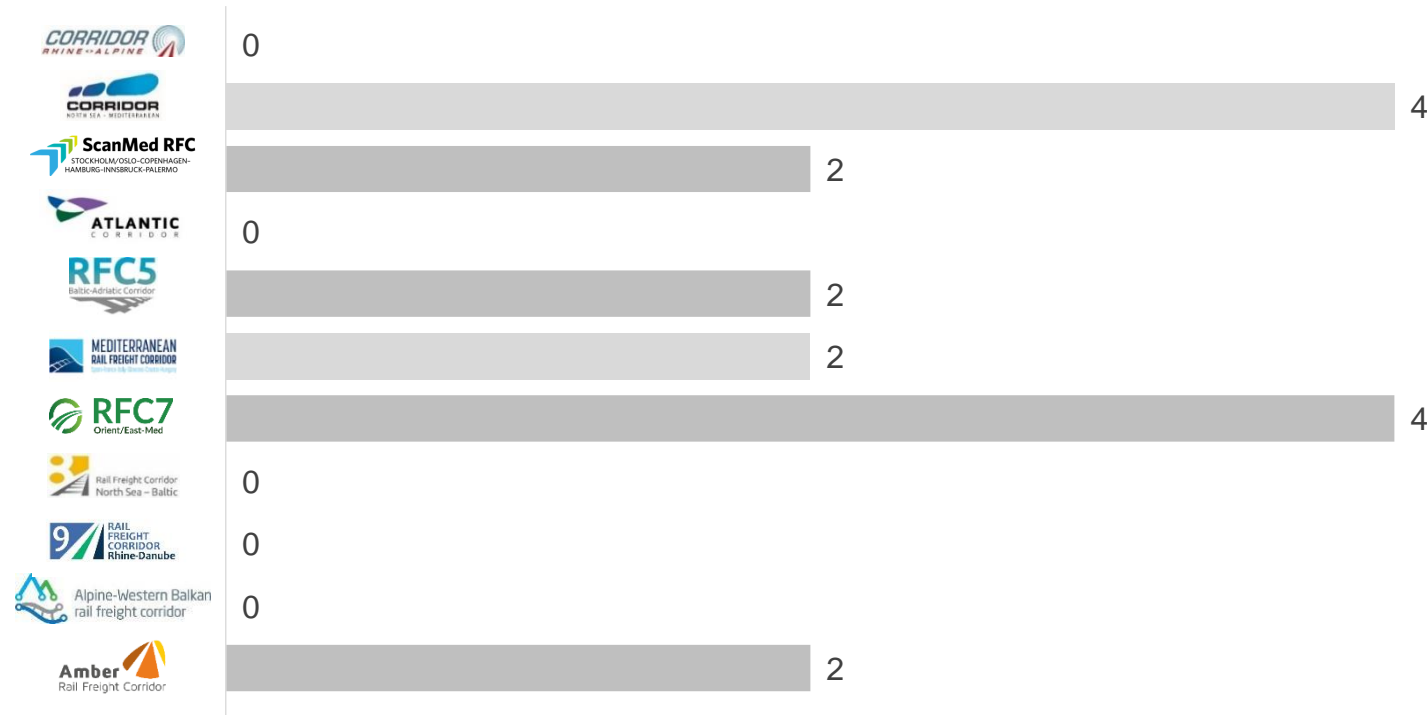


For TT 2022

*\*The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

# CAPACITY MANAGEMENT

## Number of requests – Reserve Capacity (at X+12) (number of PCS dossiers)

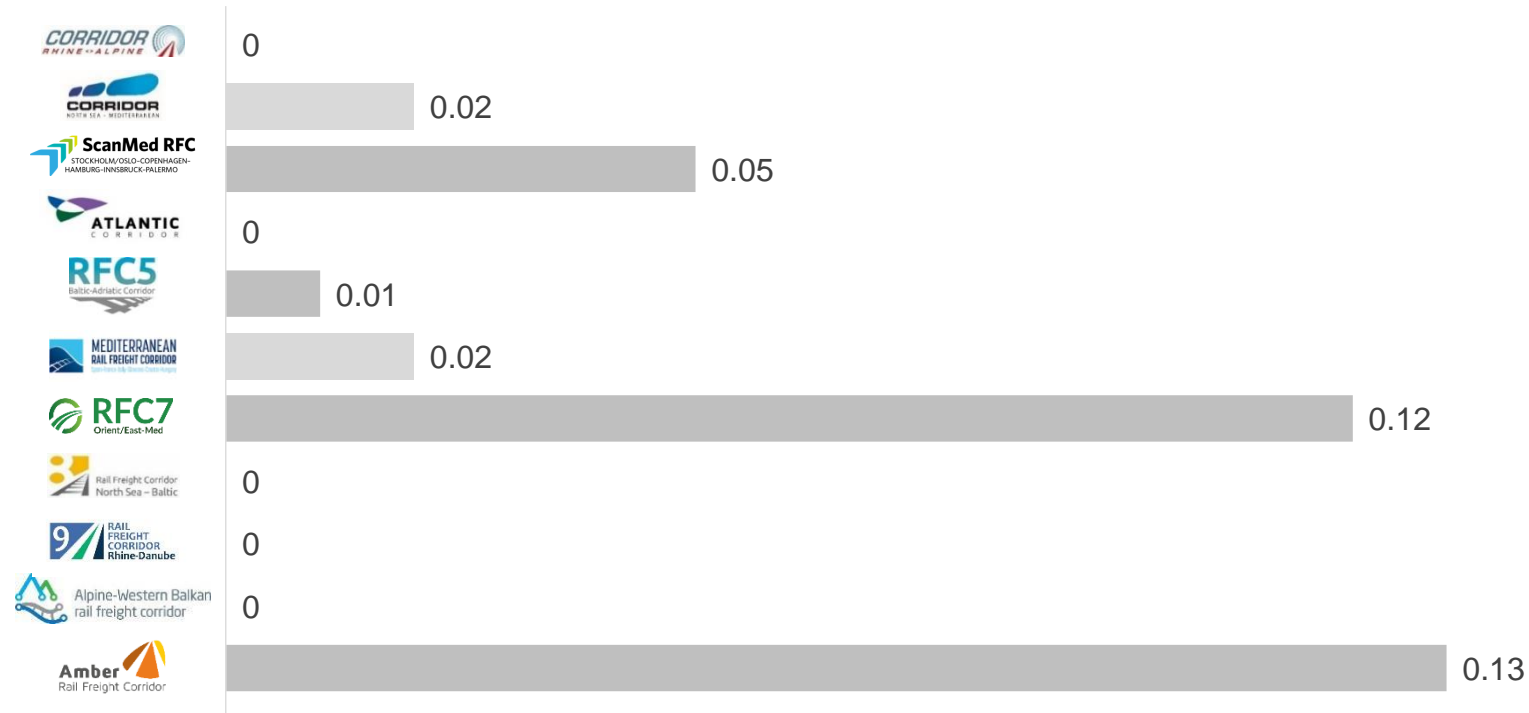


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For TT 2022

# CAPACITY MANAGEMENT

## Volume of requested capacity – Reserve Capacity (at X+12) (millions of path kilometers)

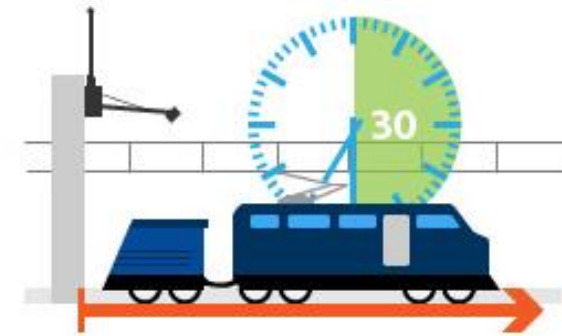
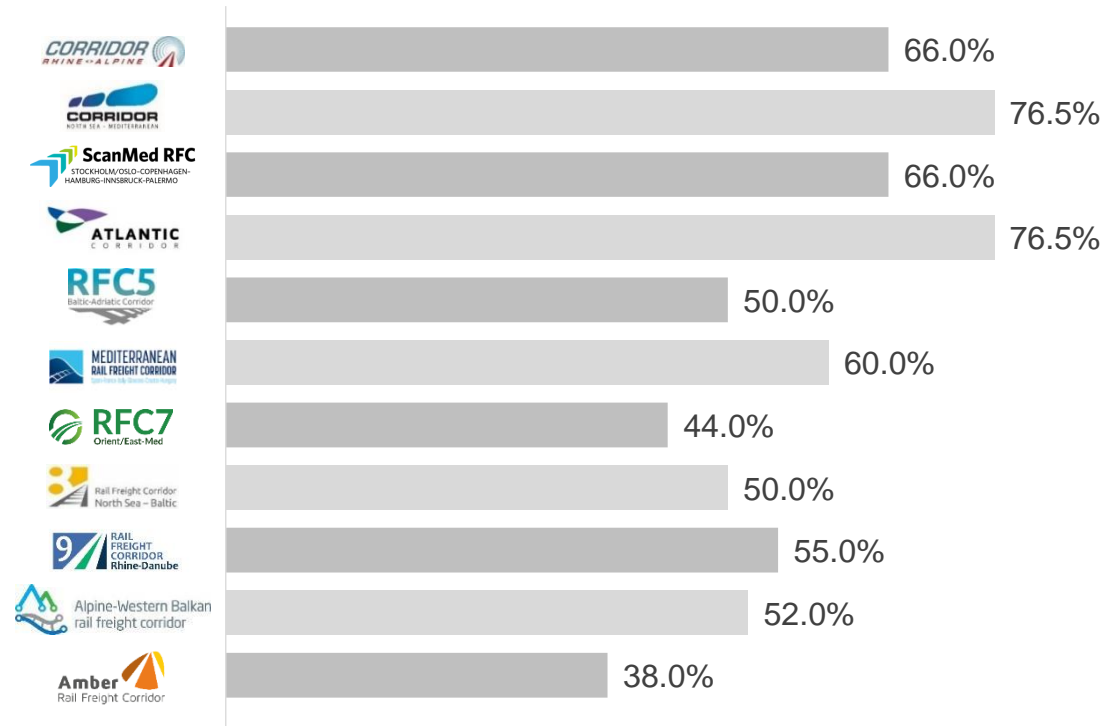


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For TT 2022

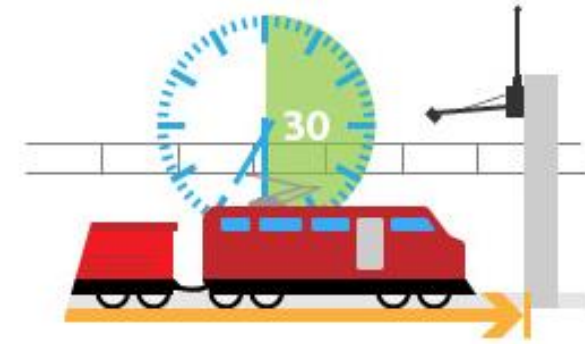
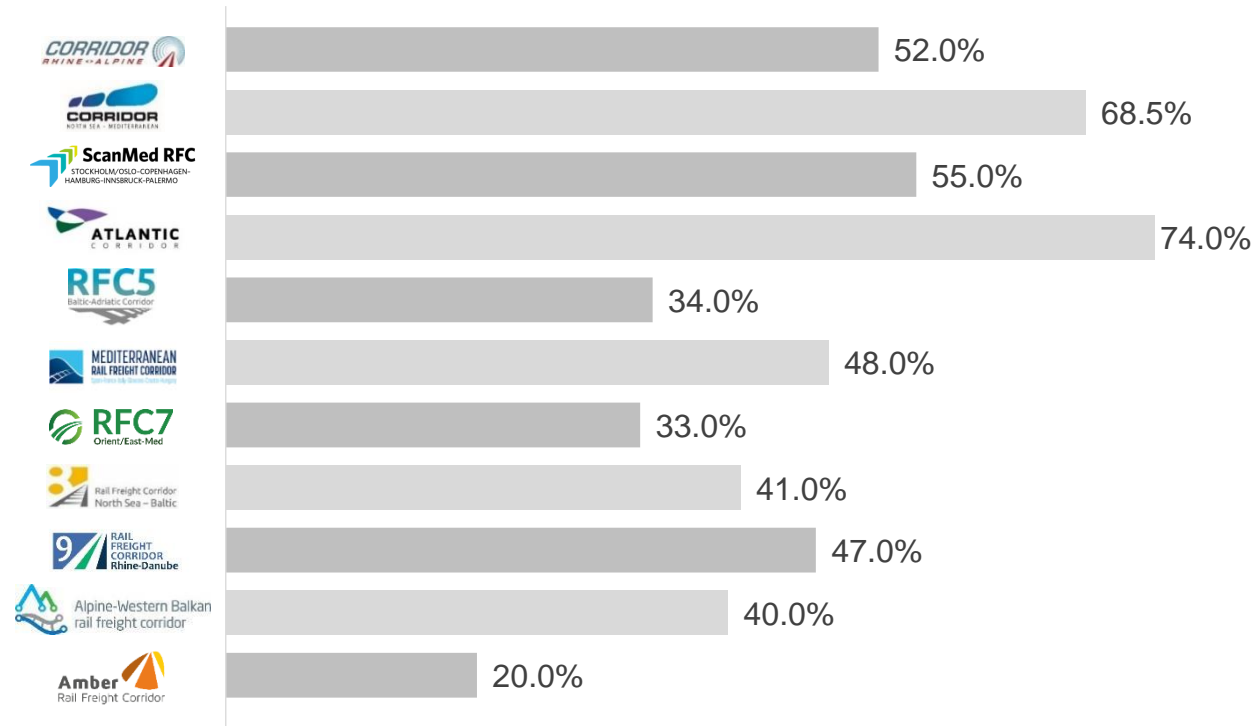
# OPERATIONS

## Punctuality at origin (RFC entry) (delay ≤ 30 minutes)



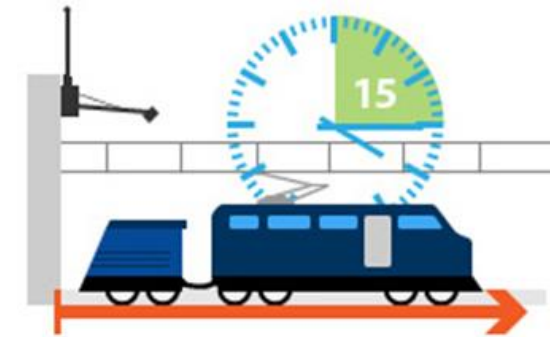
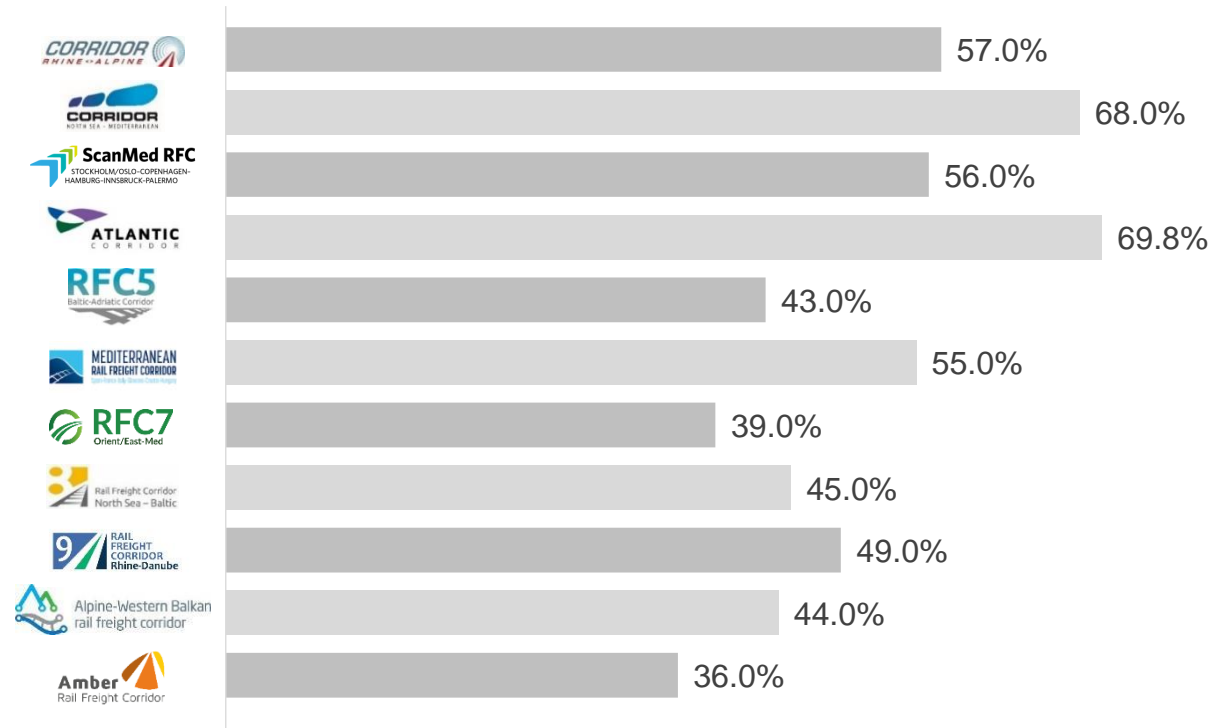
# OPERATIONS

## Punctuality at destination (RFC exit) (delay ≤ 30 minutes)



# OPERATIONS

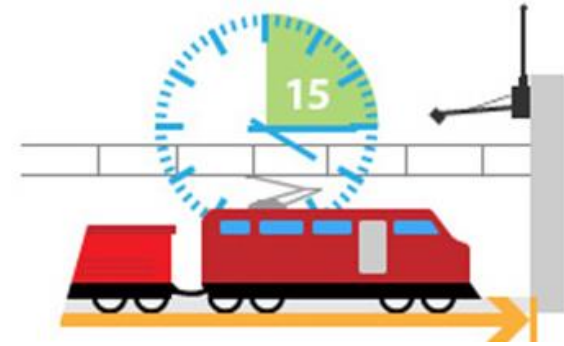
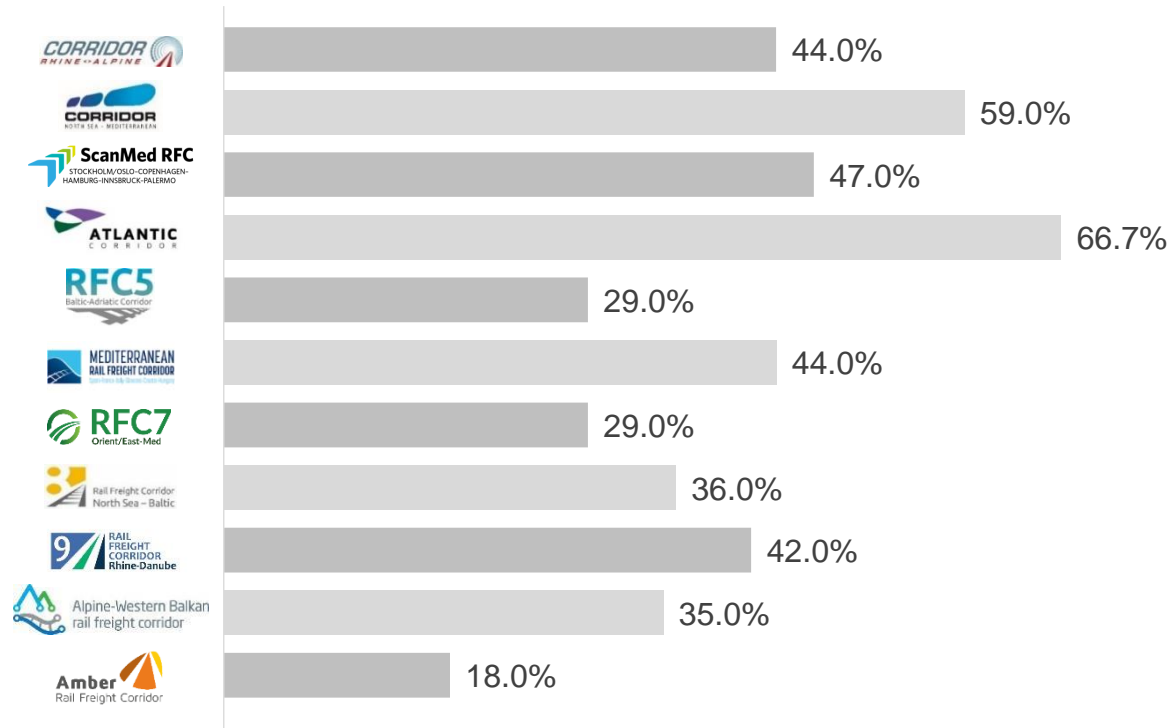
## Punctuality at origin (RFC entry) (delay $\leq$ 15 minutes)





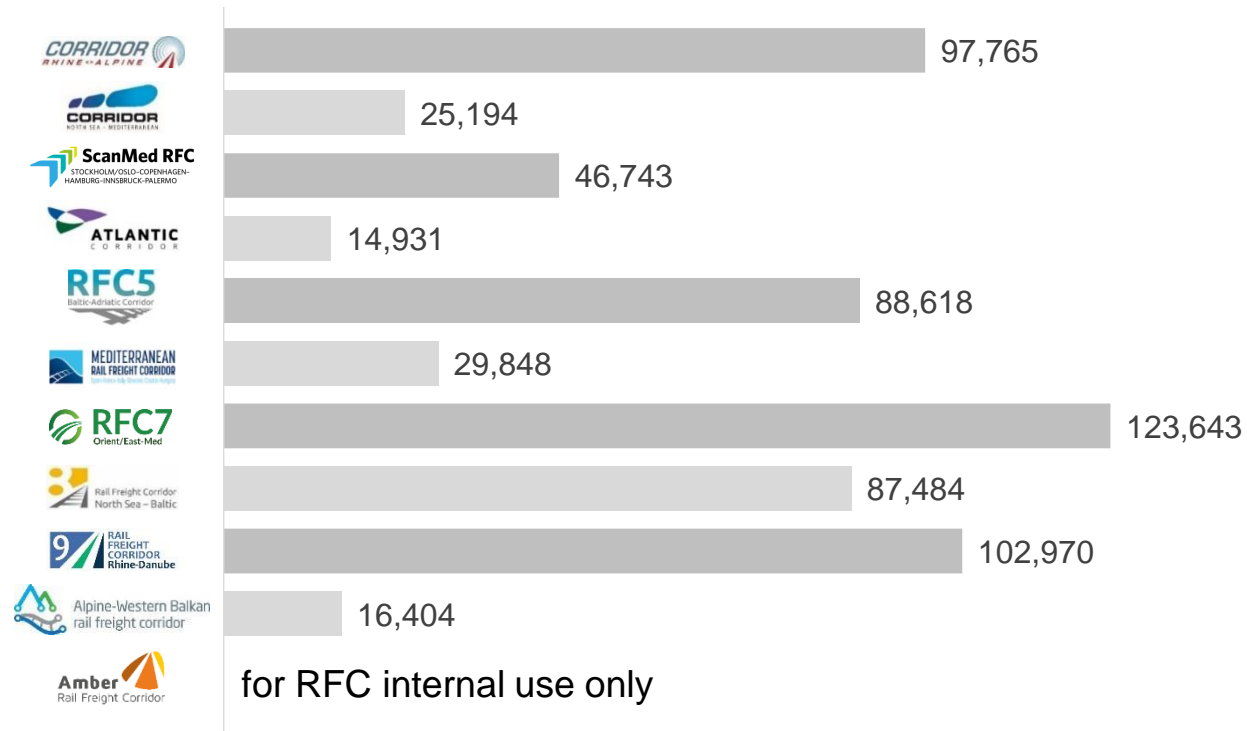
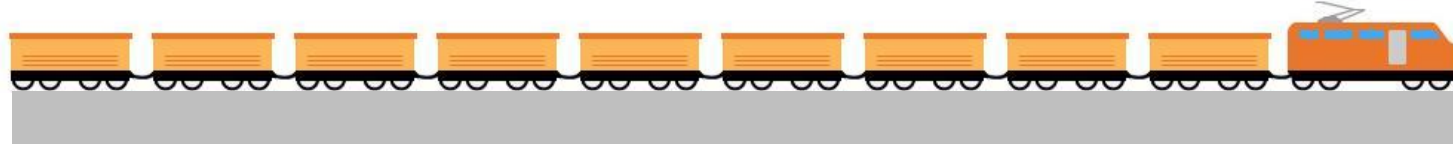
# OPERATIONS

## Punctuality at destination (RFC exit) (delay ≤ 15 minutes)



# OPERATIONS

## Number of trains crossing a border along the RFC\*

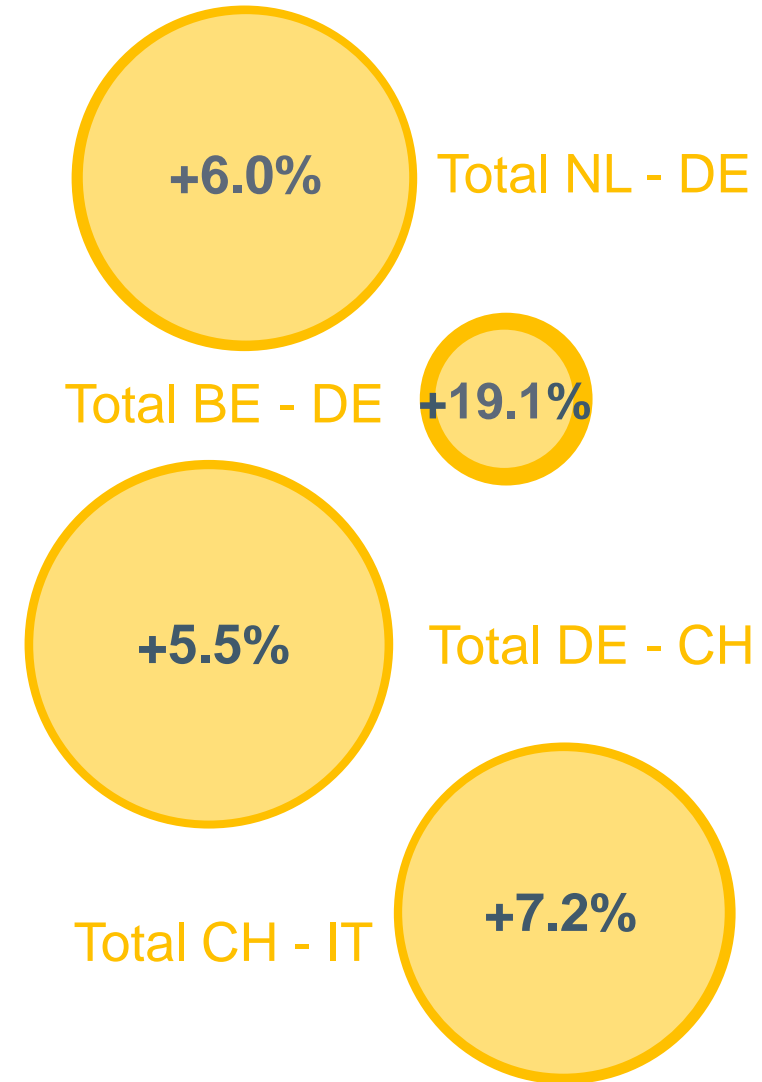


\*The calculation of this KPI is based on data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation.

# MARKET DEVELOPMENT

## Number of trains per border\*

	2019	2020	2021
Total NL - DE:	45,367	43,572	<b>46,175</b>
Total BE - DE:	23,268	19,694	<b>23,446</b>
Total DE - CH:	53,938	47,387	<b>50,005</b>
Total CH - IT:	47,182	42,719	<b>45,782</b>

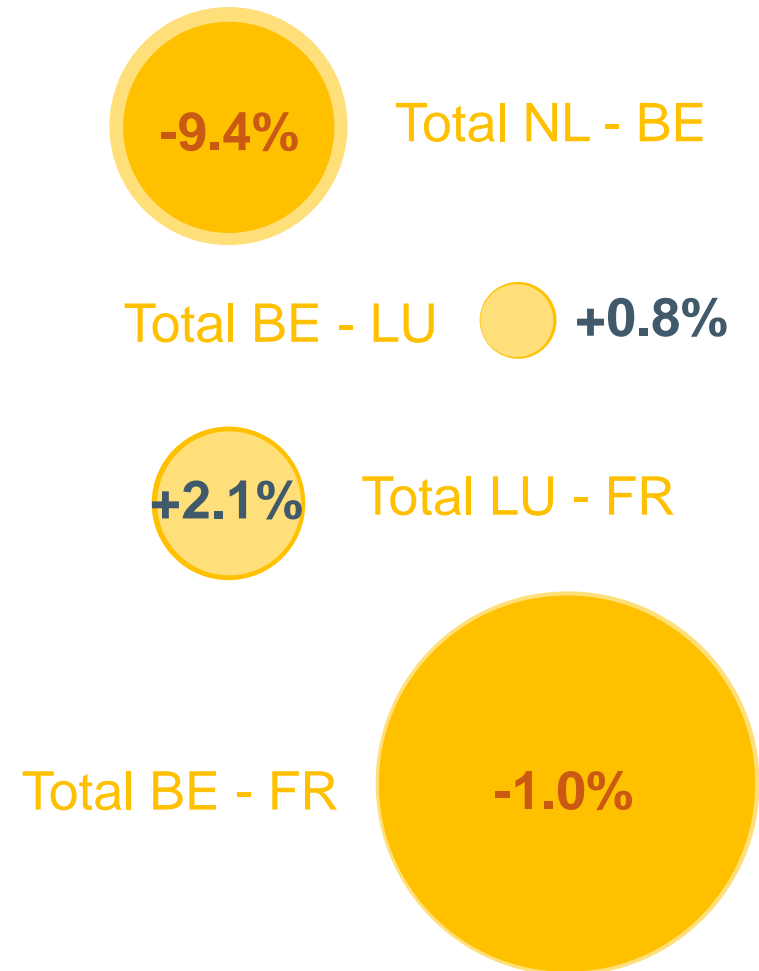


\*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

# MARKET DEVELOPMENT

## Number of trains per border - Part 1\*



	2019	2020	2021
Total NL - BE:	9,724	9,402	<b>8,518</b>
Total BE - LU:	4,653	2,211	<b>2,229</b>
Total LU - FR:	7,095	5,846	<b>5,966</b>
Total BE - FR:	14,760	13,962	<b>13,816</b>



\*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

# MARKET DEVELOPMENT

## Number of trains per border - Part 2\*

	2019	2020	2021	
Total GB - FR:	2,411	1,945	<b>1,902</b>	 <b>-2.2%</b> Total GB - FR
Total FR - CH:	7,207	5,760	<b>5,105</b>	Total FR - CH  <b>-11.4%</b>

\*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

# MARKET DEVELOPMENT

## Number of trains per border\*

	2019	2020	2021
Kornsjø:	920	951	<b>1,229</b>
Lernacken:	8,999	7,858	<b>6,965</b>
Padborg/Flensburg:	10,441	9,434	<b>9,116</b>
Kufstein:	26,003	23,684	<b>25,960</b>
Brenner/Brennero:	19,960	18,775	<b>19,866</b>

 **+29.2%** Kornsjø

Lernacken  **-11,4%**

 **-3,4%** Padborg/Flensburg

Kufstein  **+9.6%**

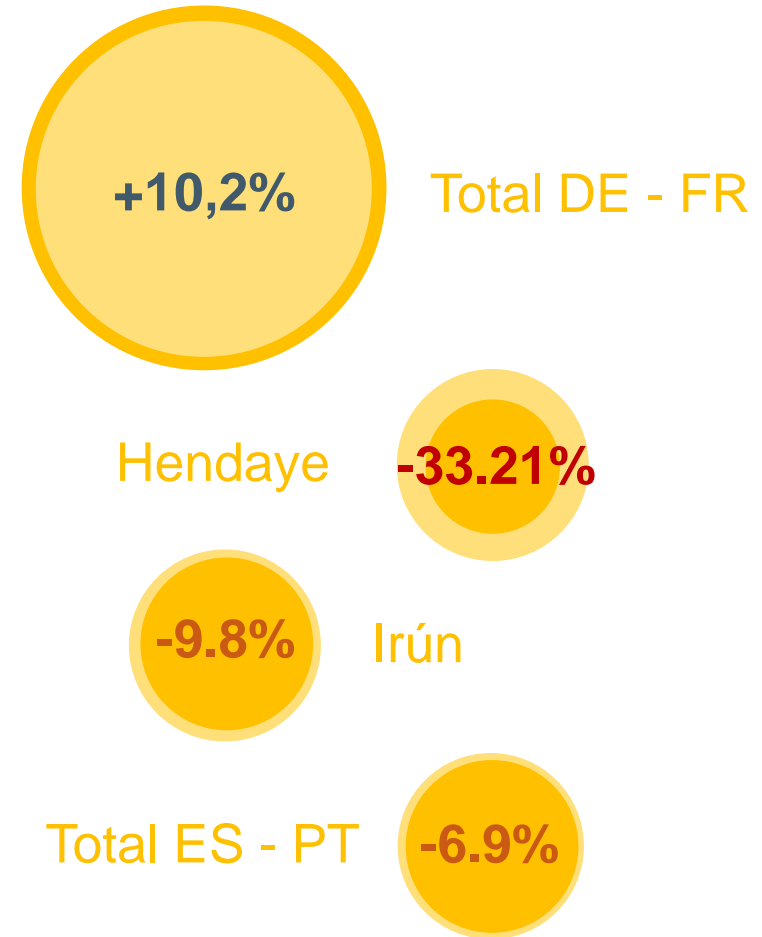
 **+5,8%** Brenner/Brennero

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# MARKET DEVELOPMENT

## Number of trains per border\*

	2019	2020	2021
Total DE - FR:	8,993	8,857	<b>9,759</b>
Hendaye:	2,432	2,713	<b>1,812</b>
Irún:	2,810	2,732	<b>2,465</b>
Total ES - PT:	2,939	2,652	<b>2,468</b>

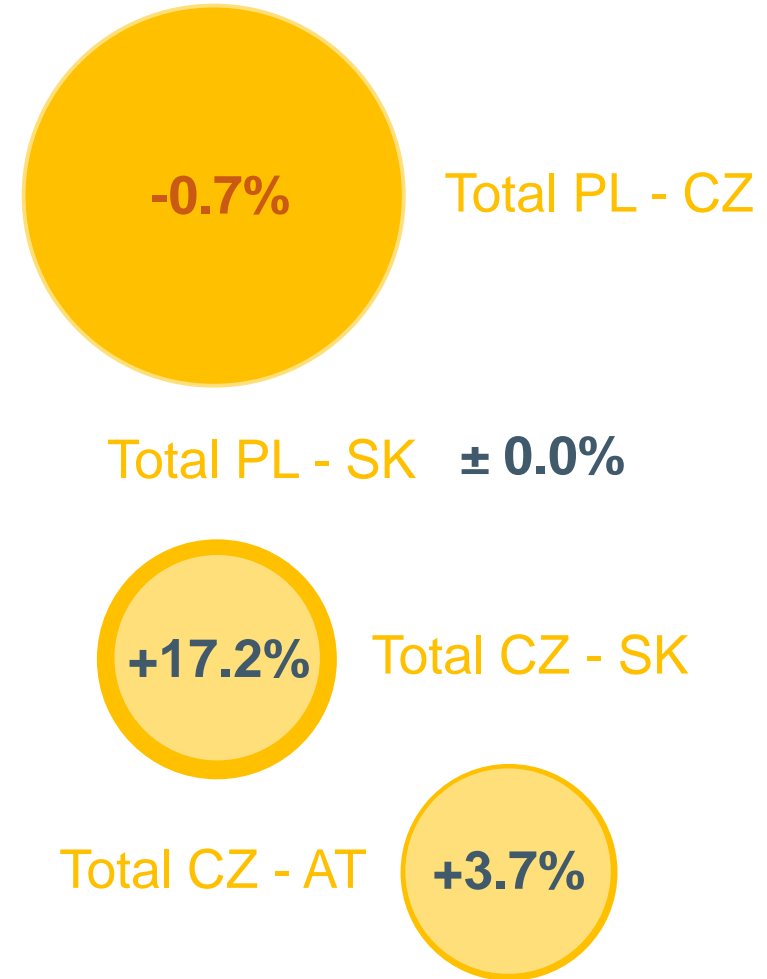


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# MARKET DEVELOPMENT

## Number of trains per border - Part 1\*

	2019	2020	2021
Total PL - CZ:	26,139	25,150	<b>24,985</b>
Total PL - SK:	7	0	<b>0</b>
Total CZ - SK:	12,076	11,451	<b>13,418</b>
Total CZ - AT:	12,753	11,395	<b>11,816</b>



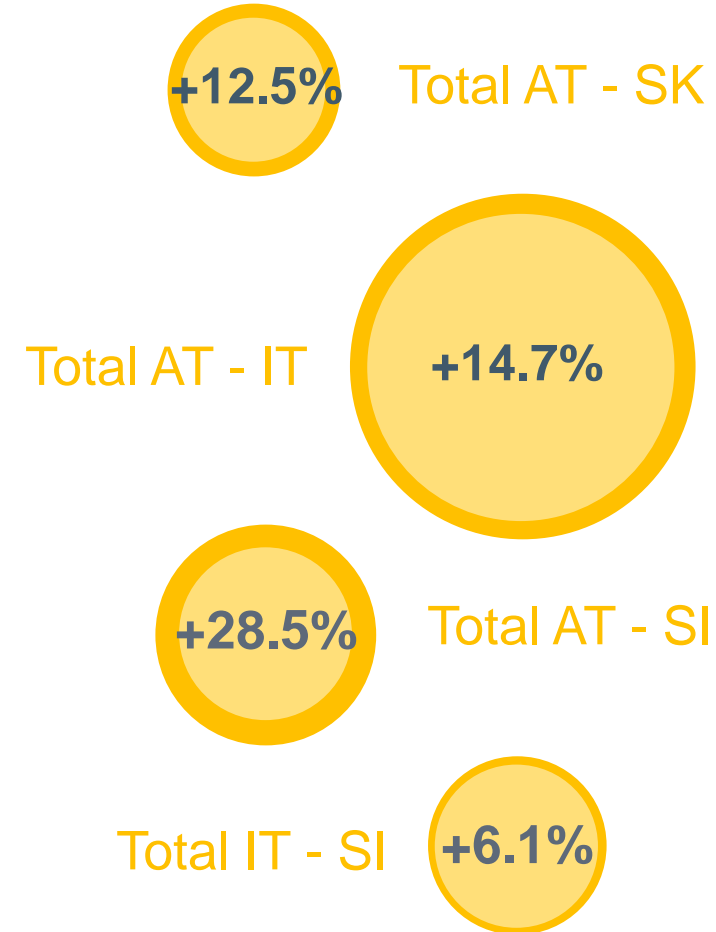
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# MARKET DEVELOPMENT

## Number of trains per border - Part 2\*

	2019	2020	2021
Total AT - SK:	8,155	7,744	<b>8,714</b>
Total AT - IT:	18,000	17,512	<b>20,084</b>
Total AT - SI:	7,164	8,891	<b>11,429</b>
Total IT - SI:	7,186	8,455	<b>8,973</b>



\*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

# MARKET DEVELOPMENT

## Number of trains per border - Part 1\*

	2019	2020	2021
Total ES - FR:	N/A	4,778	<b>4,562</b>
Total FR - IT:	N/A	7,530	<b>8,271</b>
Total IT - SI:	7,186	8,455	<b>8,973</b>
Total SI - HU:	N/A	6,097	<b>6,755</b>

**-4.5%** Total ES - FR

Total FR - IT **+9.4%**

**+6.1%** Total IT - SI

Total SI - HU **+10.8%**

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# MARKET DEVELOPMENT

## Number of trains per border - Part 2\*

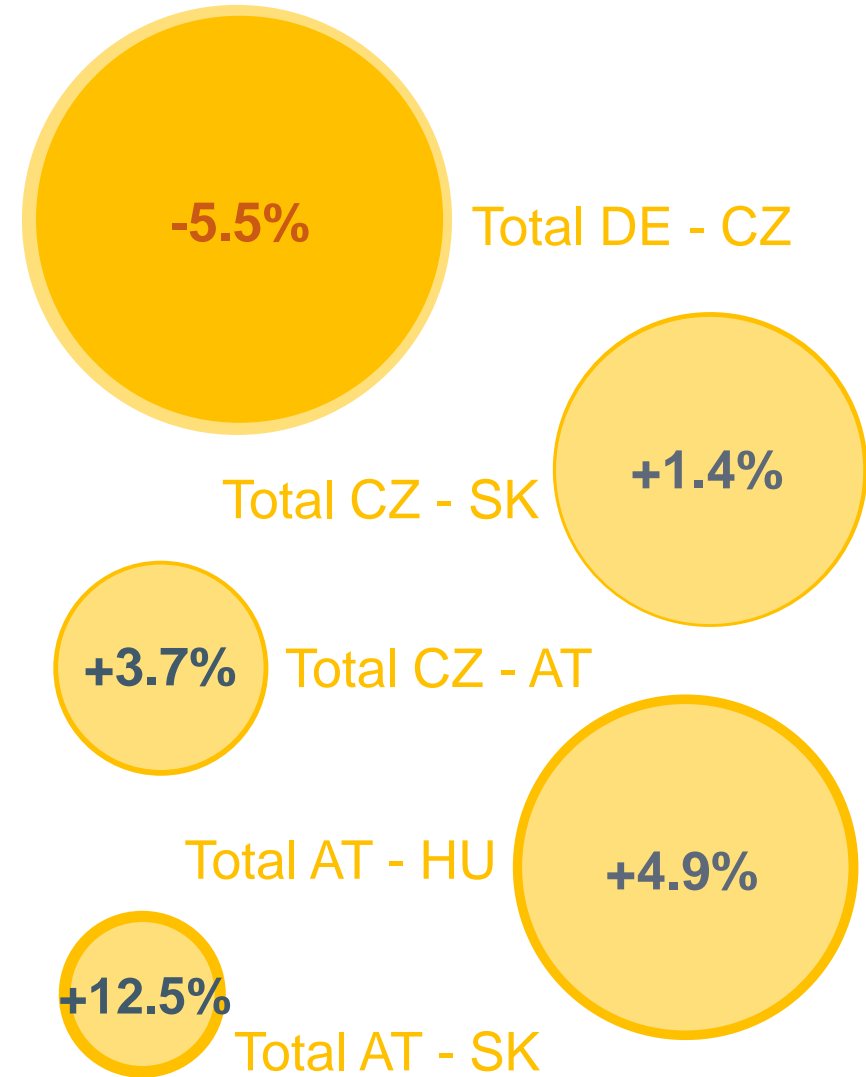
	2019	2020	2021	
Total SI - HR:	N/A	7,300	<b>7,161</b>	Total SI - HR
Total HR - HU:	N/A	8,001	<b>7,091</b>	Total HR - HU

\*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

# MARKET DEVELOPMENT

## Number of trains per border - Part 1\*

	2019	2020	2021
Total DE - CZ:	31,268	30,408	<b>28,737</b>
Total CZ - SK:	N/A	18,611	<b>18,880</b>
Total CZ - AT:	12,753	11,395	<b>11,816</b>
Total AT - HU:	N/A	19,340	<b>20,289</b>
Total AT - SK:	8,155	7,744	<b>8,714</b>

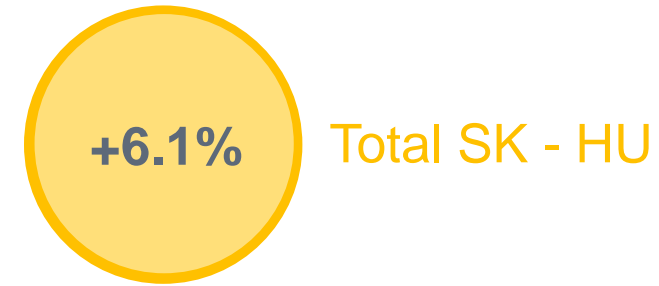


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# MARKET DEVELOPMENT

## Number of trains per border - Part 2\*

	2019	2020	2021
Total SK - HU:	N/A	17,161	<b>18,203</b>
Total HU - RO:	12,164	11,302	<b>11,893</b>
Total RO - BG:	N/A	3,606	<b>3,750</b>
Total BG - GR:	N/A	212	<b>396</b>

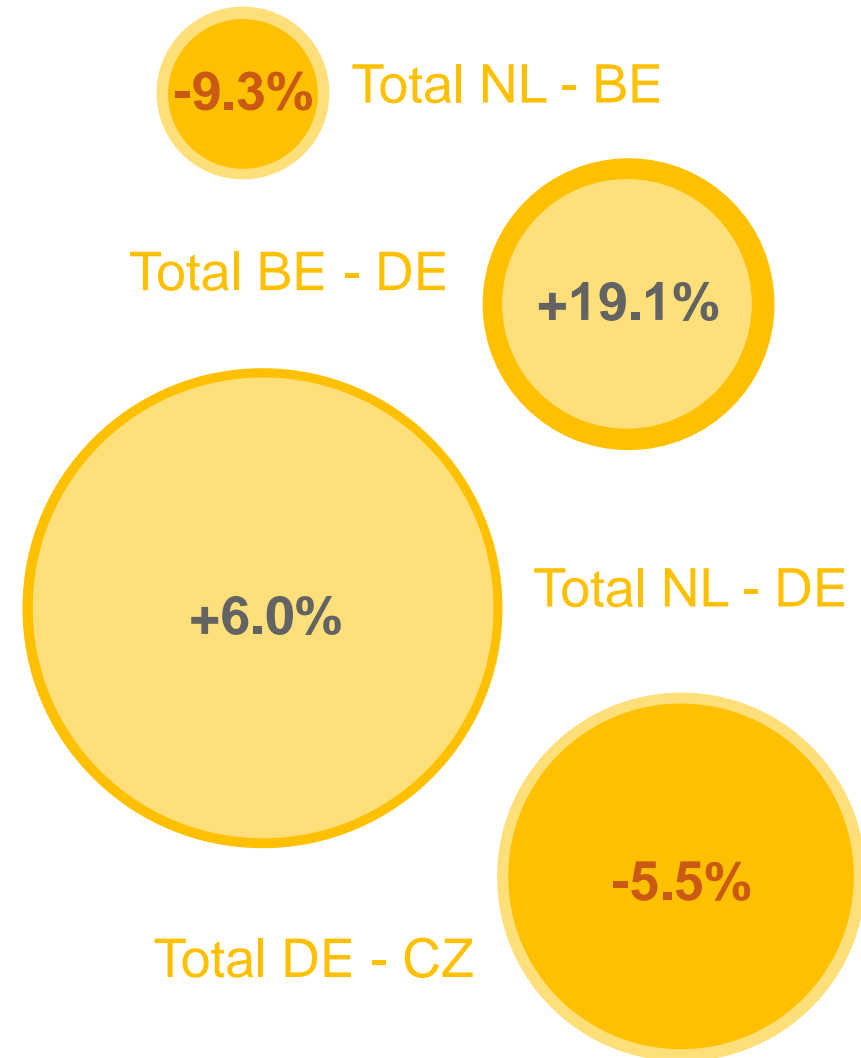


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# MARKET DEVELOPMENT

## Number of trains per border - Part 1\*

	2019	2020	2021
Total NL - BE:	8,875	9,400	<b>8,523</b>
Total BE - DE:	23,268	19,694	<b>23,446</b>
Total NL - DE:	45,115	43,546	<b>46,175</b>
Total DE - CZ:	31,268	30,408	<b>28,737</b>

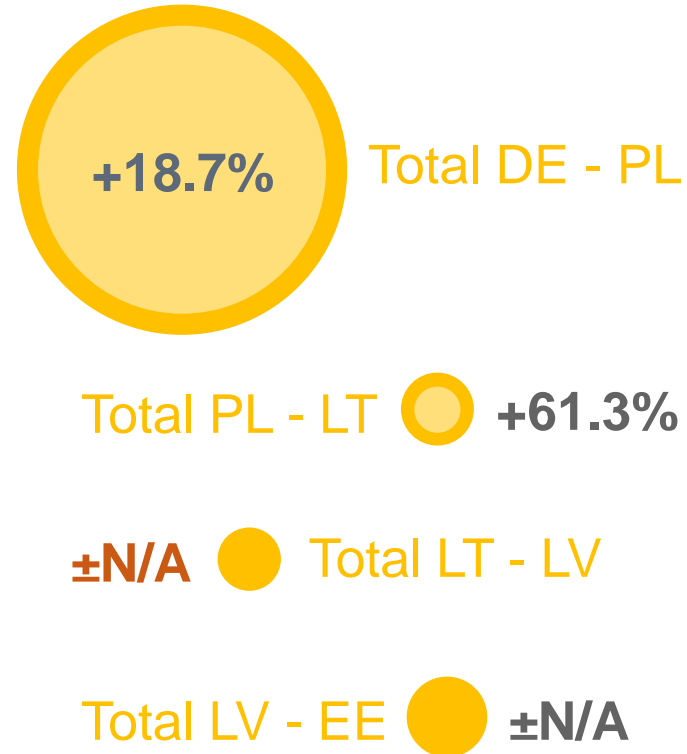


\*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

# MARKET DEVELOPMENT

## Number of trains per border - Part 2\*

	2019	2020	2021
Total DE - PL:	21,006	23,052	<b>27,355</b>
Total PL - LT:	942	768	<b>1,239</b>
Total LT - LV:	N/A	N/A	<b>1,035</b>
Total LV - EE:	N/A	N/A	<b>1,597</b>

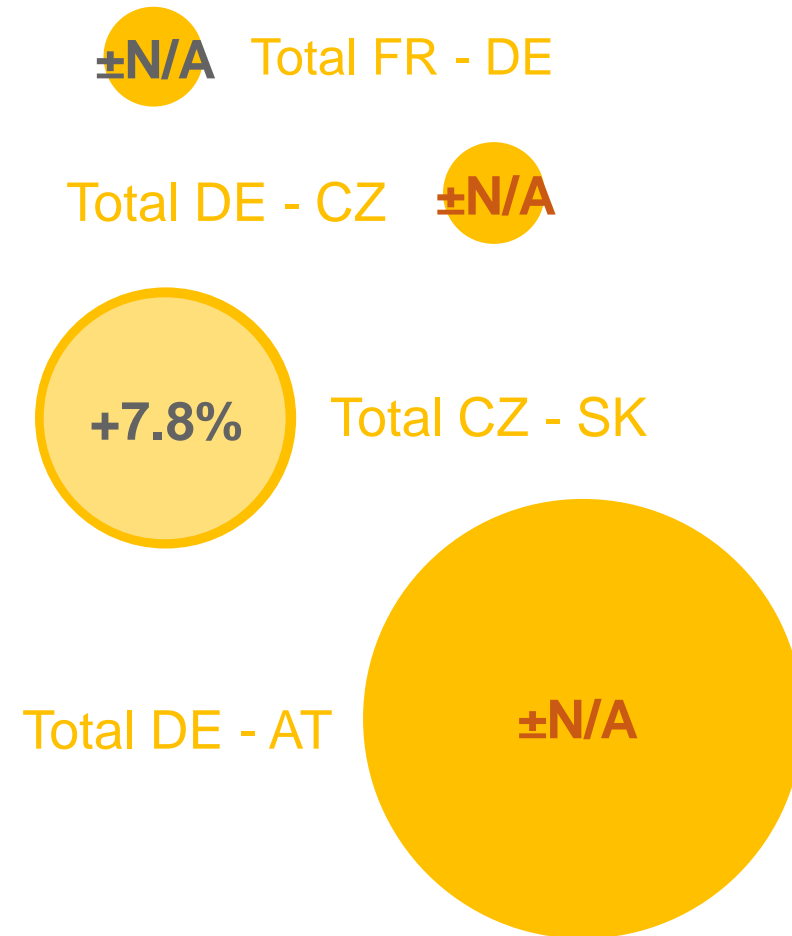


\*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

# MARKET DEVELOPMENT

## Number of trains per border - Part 1\*

	2019	2020	2021
Total FR - DE:	N/A	N/A	<b>2,278</b>
Total DE - CZ:	N/A	N/A	<b>2,375</b>
Total CZ - SK:	15,049	13,409	<b>14,465</b>
Total DE - AT:	N/A	N/A	<b>41,158</b>



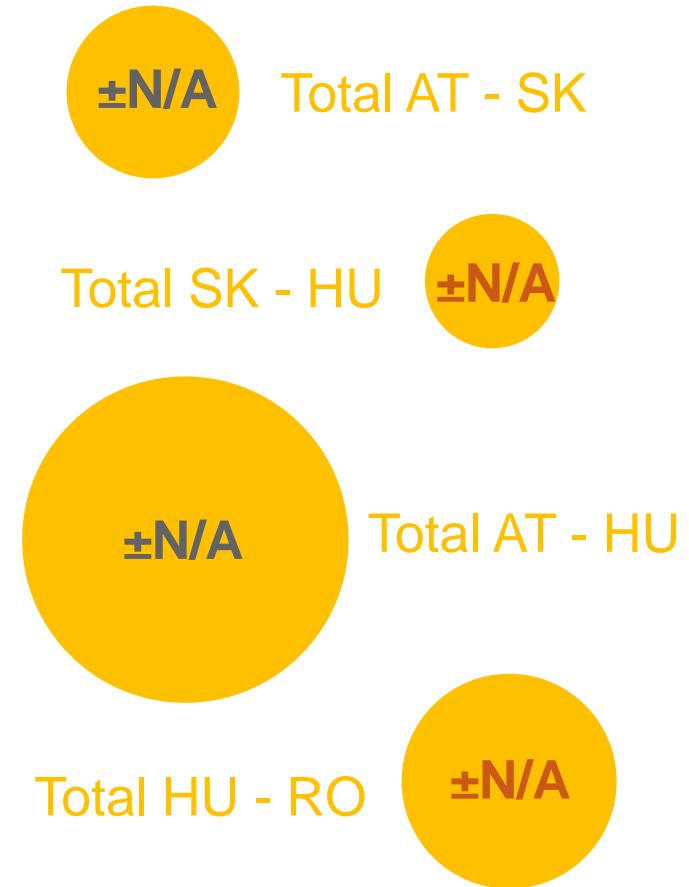
\*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.



# MARKET DEVELOPMENT

## Number of trains per border - Part 2\*

	2019	2020	2021
Total AT - SK:	N/A	N/A	<b>8,582</b>
Total SK - HU:	N/A	N/A	<b>5,295</b>
Total AT - HU:	N/A	N/A	<b>20,289</b>
Total HU - RO:	N/A	N/A	<b>11,893</b>

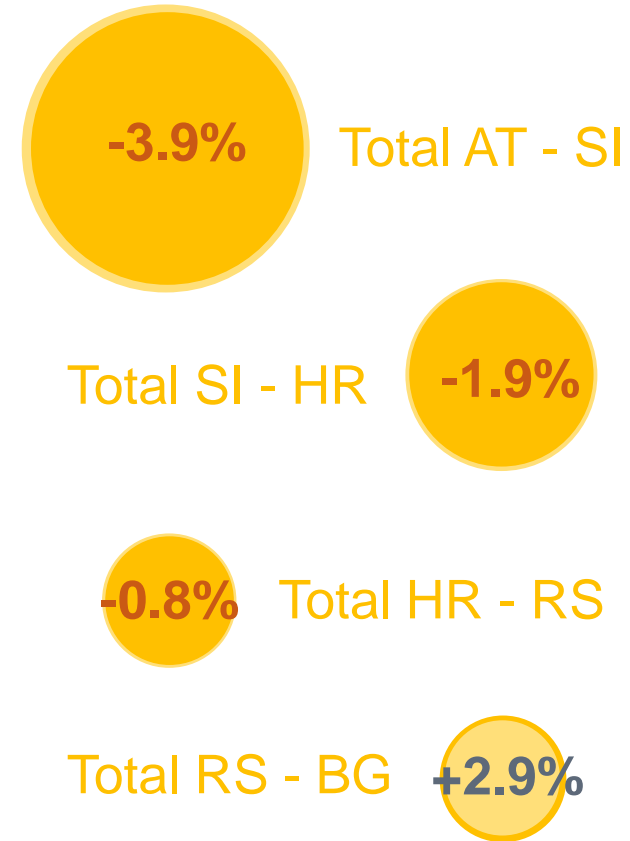


\*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

# MARKET DEVELOPMENT

## Number of trains per border\*

	2019	2020	2021
Total AT - SI:	N/A	15,316	<b>14,718</b>
Total SI - HR:	N/A	7,300	<b>7,161</b>
Total HR - RS:	N/A	3,848	<b>3,816</b>
Total RS - BG:	N/A	3,274	<b>3,368</b>

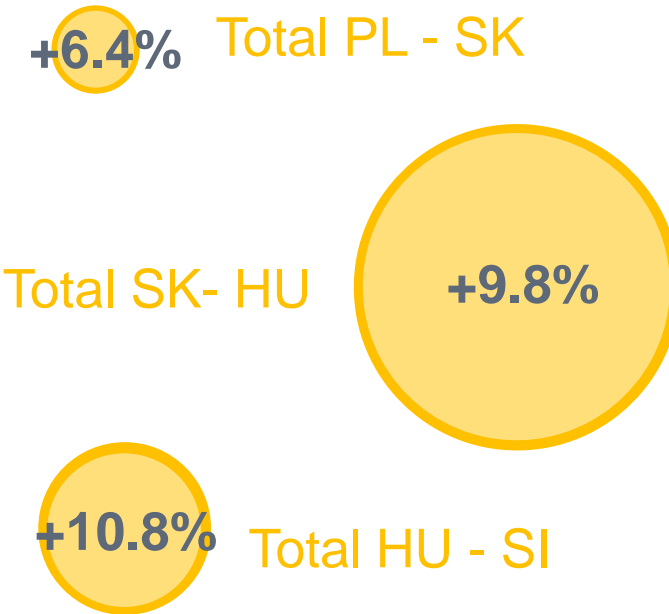


\*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

# MARKET DEVELOPMENT

## Number of trains per border\*

	2019	2020	2021
Total PL - SK:	N/A	1,884	<b>2,004</b>
Total SK - HU:	N/A	19,926	<b>21,880</b>
Total HU - SI:	N/A	6,097	<b>6,755</b>



\*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

# Disclaimer

- » The KPIs reflect the performance of each individual RFC, therefore, when comparing the figures of various RFCs, the specificities of each one have to be considered. Each RFC may apply any additional KPIs, which are published in their annual reports on their websites and/or in the [Customer Information Platform](#) (CIP), where applicable.
- » Please refer to the annual reports of individual RFCs for comprehensive information concerning the figures and their analysis. In addition, you can find the description of each commonly applicable KPI in the RNE '[Guidelines for Key Performance Indicators of Rail Freight Corridors](#)'.