

**Commonly applicable RFC KPIs**  
**RFC Mediterranean**  
**June 2022**

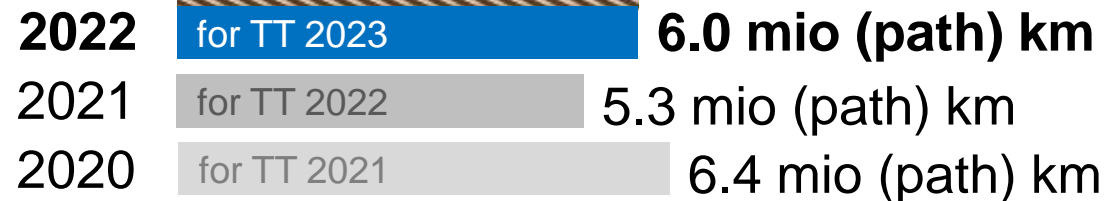


# CAPACITY MANAGEMENT

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



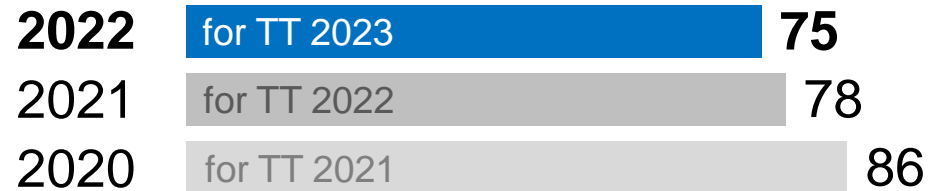
## Volume of requested capacity – PaPs (at X-8)



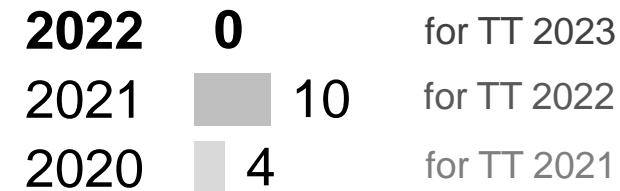
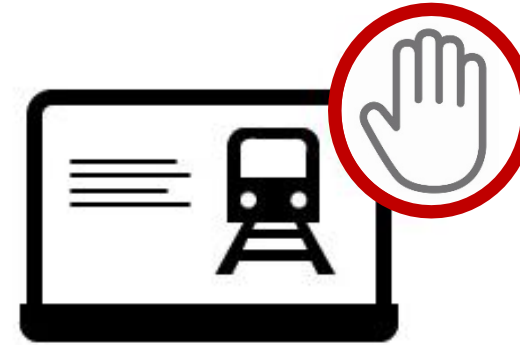
*\*The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

# CAPACITY MANAGEMENT

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



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



*\*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)



<b>2022</b>	for TT 2023	<b>5.9 mio (path) km</b>
2021	for TT 2022	5.2 mio (path) km
2020	for TT 2021	6.2 mio (path) km

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

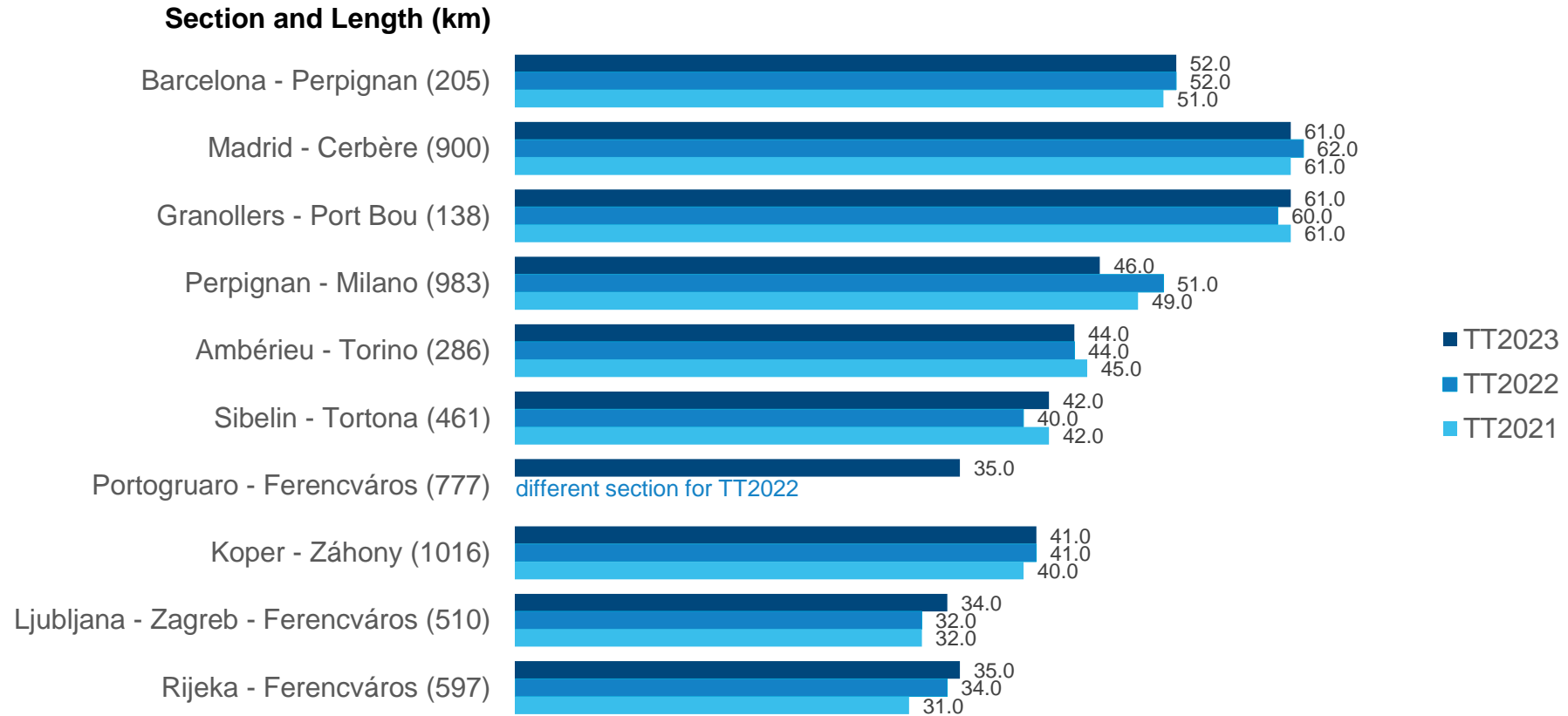
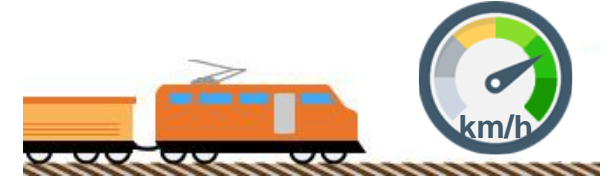


<b>2022</b>	for TT 2023	<b>36.7%</b>
2021	for TT 2022	37.3%
2020	for TT 2021	40.5%

*\*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

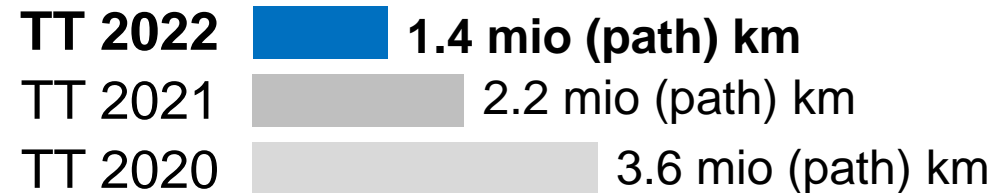
## Average planned speed of PaPs (calculation per O/D pairs, km/h)



*\*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)



*\*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)



TT 2021	0
TT 2020	0
TT 2019	9

**Volume of requested capacity – Reserve Capacity (at X+12)**

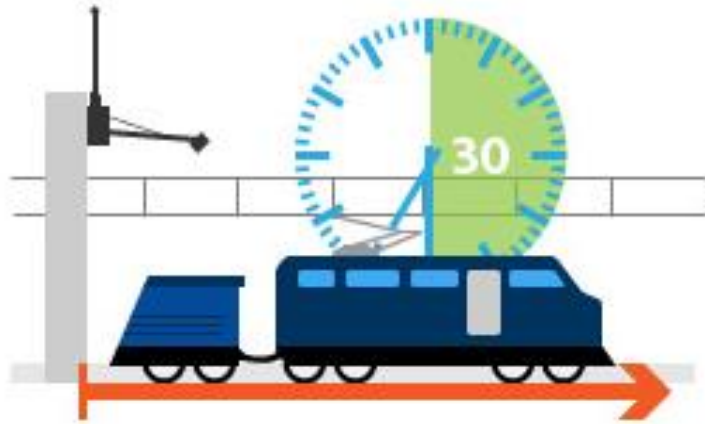


TT 2021	0 (path) km
TT 2020	0 (path) km
TT 2019	0.8 mio (path) km

*\*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.*

# OPERATIONS

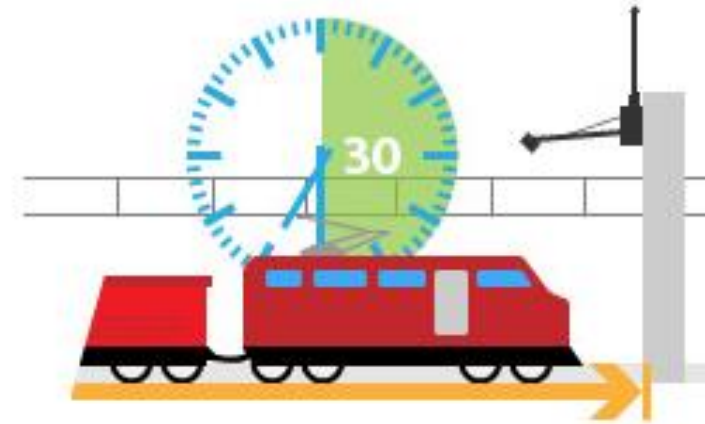
## Punctuality at origin (RFC entry)



(delay ≤ 30 minutes)



## Punctuality at destination (RFC exit)



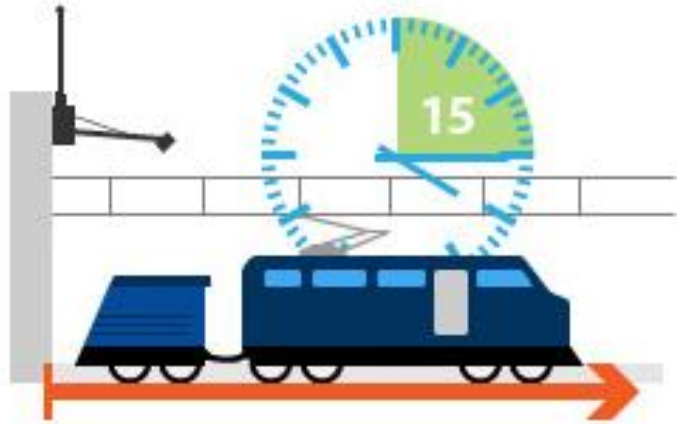
(delay ≤ 30 minutes)





# OPERATIONS

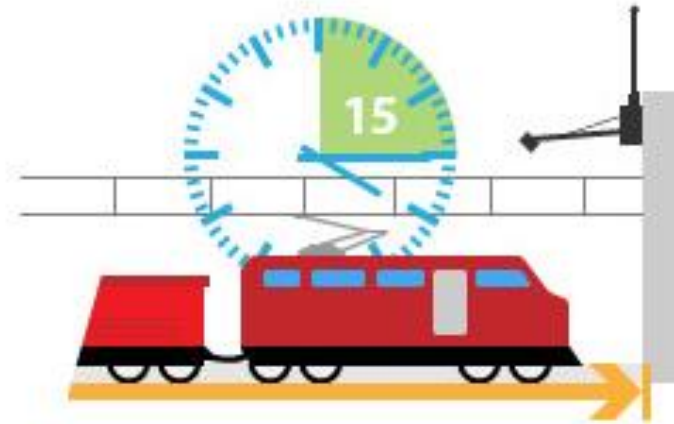
## Punctuality at origin (RFC entry)



(delay  $\leq$  15 minutes)



## Punctuality at destination (RFC exit)

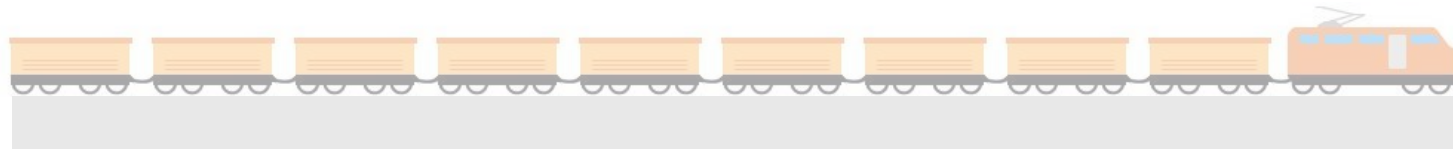


(delay  $\leq$  15 minutes)



# OPERATIONS

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

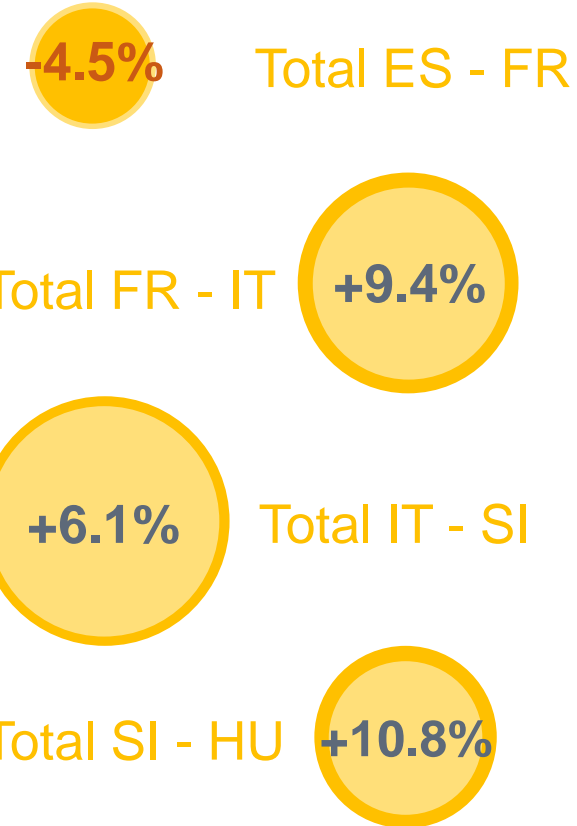


\*The calculation of this KPI is based on data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation.

# MARKET DEVELOPMENT

## Number of trains per border - 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>



\*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 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

## Ratio of capacity allocated by the C-OSS and the total allocated capacity\*

Location Code	Between member states		Between operational points		Allocated by C-OSS 2019	Allocated by C-OSS 2020	Allocated by C-OSS 2021
EU00120	France	Spain	Cerbère	PortBou	56.0%	66.0%	84.0%
EU00121	France	Spain	SNCF Réseau/LFP	Límite LFP/ADIF	38.0%	53.0%	62.0%
EU00127	France	Italy	Modane	Bardonecchia	56.0%	66.0%	72.0%
EU00151	Italy	Slovenia	Villa Opicina	Sežana	9.0%	10.0%	11.0%
EU00185	Slovenia	Hungary	Hodoš	Őriszentpéter	49.0%	42.1%	7.7%
EU00201	Croatia	Hungary	Botovo	Gyékényes	11.0%	13.0%	18.0%
EU00216	Slovenia	Croatia	Dobova	Savski Marof	6.0%	25.0%	22.0%

\*In case of border points with more than one C-OSS responsible (in case of common offer or in case of overlapping sections), the KPI figure presents the combined number of all C-OSSs concerned.

# Disclaimer

- » Please refer to the annual reports of the RFC 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'](#).