

# Commonly applicable RFC KPIs

RFC Atlantic

MAY 2025 (updated September 2025)

CORRIDOR MANAGEMENT

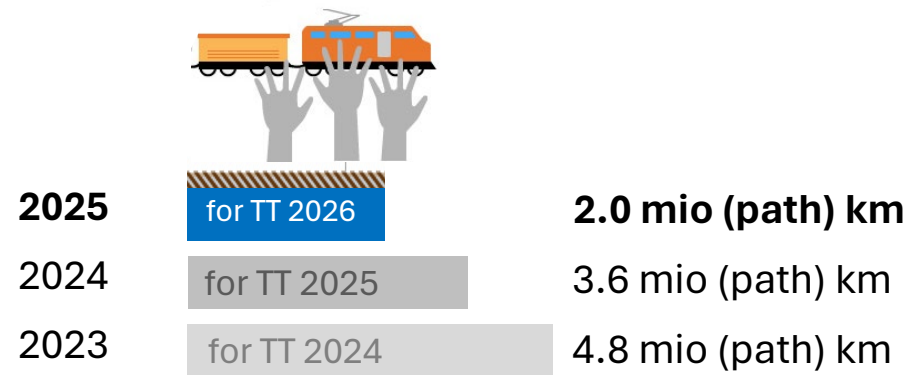


# Capacity Management

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



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



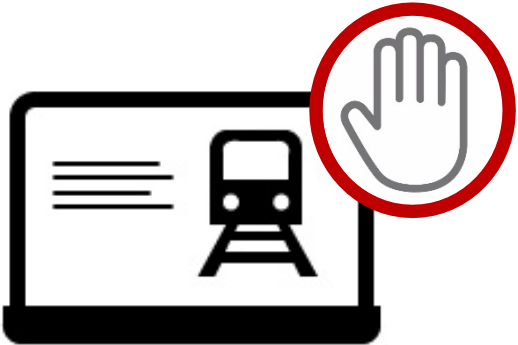
*\*The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

# Capacity Management



|      |             |    |
|------|-------------|----|
| 2025 | for TT 2026 | 38 |
| 2024 | for TT 2025 | 41 |
| 2023 | for TT 2024 | 40 |

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



|      |   |             |
|------|---|-------------|
| 2025 | 0 | for TT 2026 |
| 2024 | 0 | for TT 2025 |
| 2023 | 0 | for TT 2024 |

# Capacity Management

Volume of pre-booked capacity – PaPs (at X-7.5)



|      |             |                   |
|------|-------------|-------------------|
| 2025 | for TT 2026 | 2.0 mio (path) km |
| 2024 | for TT 2025 | 3.6 mio (path) km |
| 2023 | for TT 2024 | 4.8 mio (path) km |

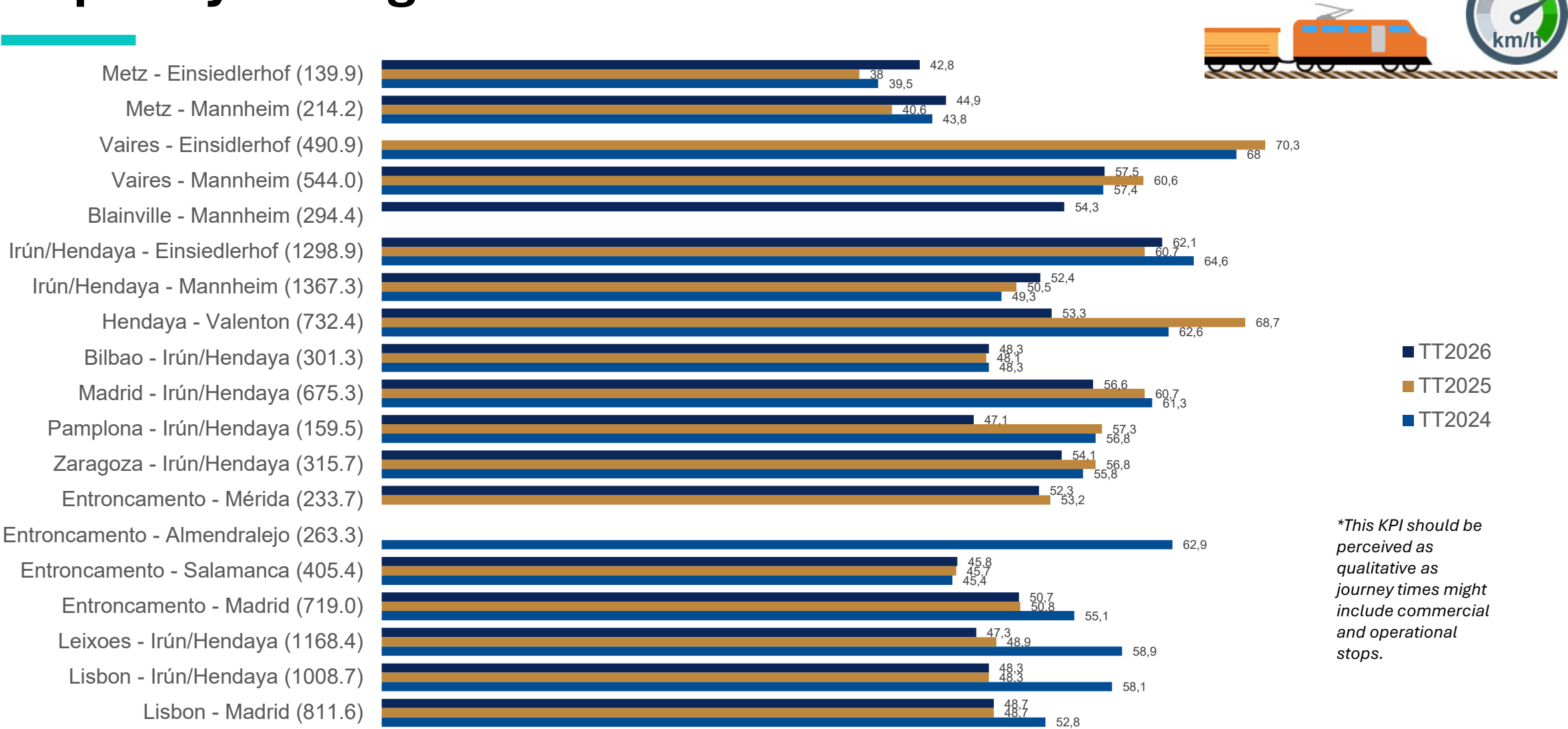
Ratio of pre-booked capacity  
(to the volume of capacity offered at x-11)



|      |             |       |
|------|-------------|-------|
| 2025 | for TT 2026 | 21.8% |
| 2024 | for TT 2025 | 42.1% |
| 2023 | for TT 2024 | 56.7% |

*\*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



*\*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)



|         |   |                    |
|---------|---|--------------------|
| TT 2025 | ■ | 1.3 mio (path) km  |
| TT 2024 | ■ | 1.61 mio (path) km |
| TT 2023 | ■ | 1.54 mio (path) km |

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# Capacity Management

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



|         |   |
|---------|---|
| TT 2024 | 0 |
| TT 2023 | 0 |
| TT 2022 | 0 |

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



|         |             |
|---------|-------------|
| TT 2024 | 0 (path) km |
| TT 2023 | 0 (path) km |
| TT 2022 | 0 (path) km |

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# Disclaimer: For Operation and Market Development KPIs

The calculation method changed in 2024, and the figures are not comparable with the previous years. A new train definition was used to calculate 2024 figures.

**RFC Train Definition description:** An RFC train is defined as a freight train that crosses at least one international border and operates on designated RFC network routes. To be classified as an RFC train, it must meet the following conditions:

- Be a freight train;
- Cross at least one international border;
- Operate fully or partially on an RFC network section;
- If an already identified RFC train runs 300 km or more within the network of a different RFC without crossing its border, it is still classified as an RFC train of that corridor;
- Assignment Rules for Overlapping sections of RFC Corridors:

Trains on fully overlapped sections:

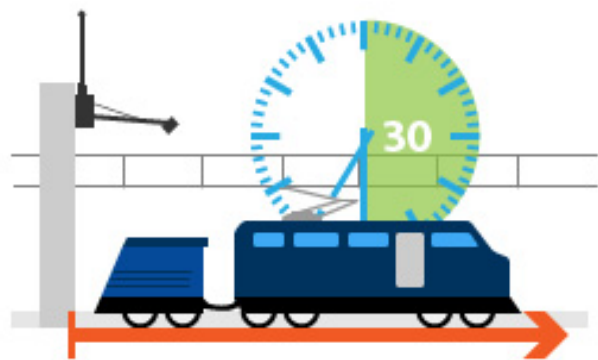
- All trains running on completely overlapped sections are assigned to all the corridors involved. However, the concerned RFCs may apply additional criteria to assign a train to a single corridor based on the specific situation.

Trains running partly in overlapped sections:

- If a train crosses one border along the RFC and runs at least one section exclusively within a single RFC, it is assigned to that RFC.
- If a train operates on an overlapping section, but there is at least one corridor that can also cover the previous or following non-overlapping section, the train will be assigned to that corridor(s) only.

# Operations

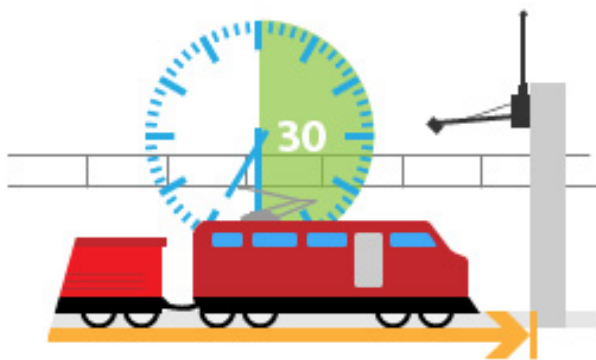
Punctuality at origin (RFC entry)



(delay ≤ 30 minutes)



Punctuality at destination (RFC exit)

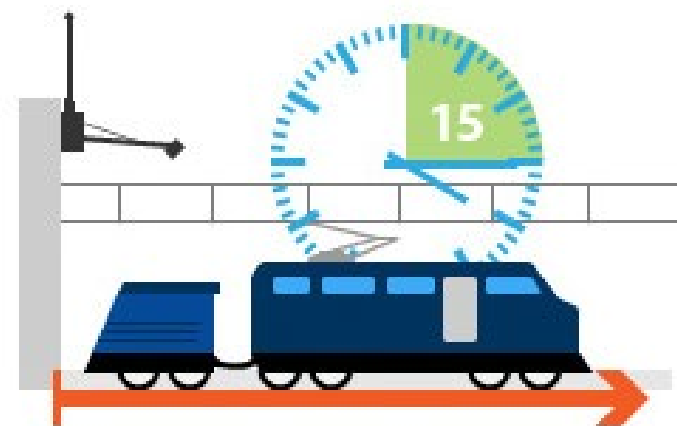


(delay ≤ 30 minutes)



# Operations

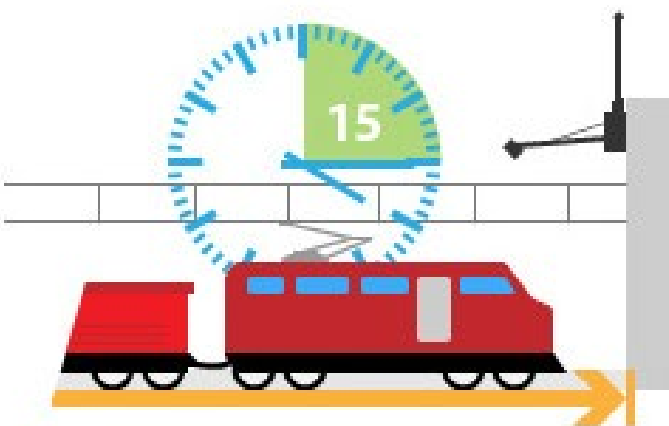
Punctuality at origin (RFC entry)



(delay ≤ 15 minutes)

|       |             |       |
|-------|-------------|-------|
| 2024: | <div></div> | 65.0% |
| 2023: | <div></div> | 69.0% |
| 2022: | <div></div> | 68.7% |

Punctuality at destination (RFC exit)

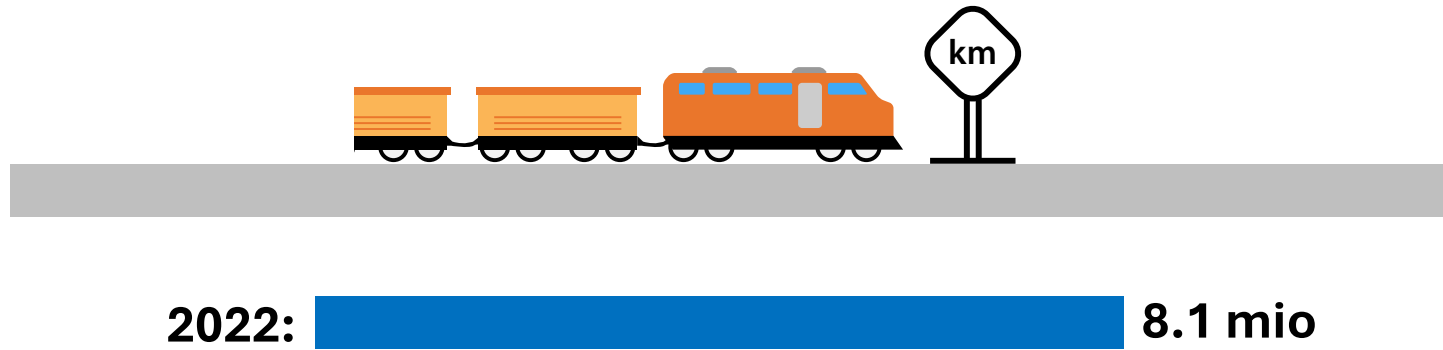


(delay ≤ 15 minutes)

|       |             |       |
|-------|-------------|-------|
| 2024: | <div></div> | 62.0% |
| 2023: | <div></div> | 64.0% |
| 2022: | <div></div> | 61.9% |

# Operations

## Train Kilometers (million) of trains per RFC\*

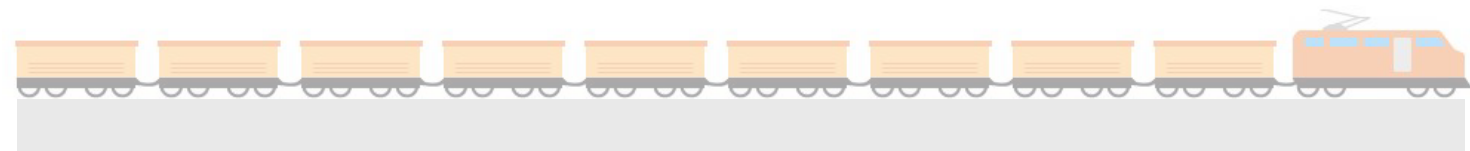


\*The calculation of this KPI is based on data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation.

The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs.

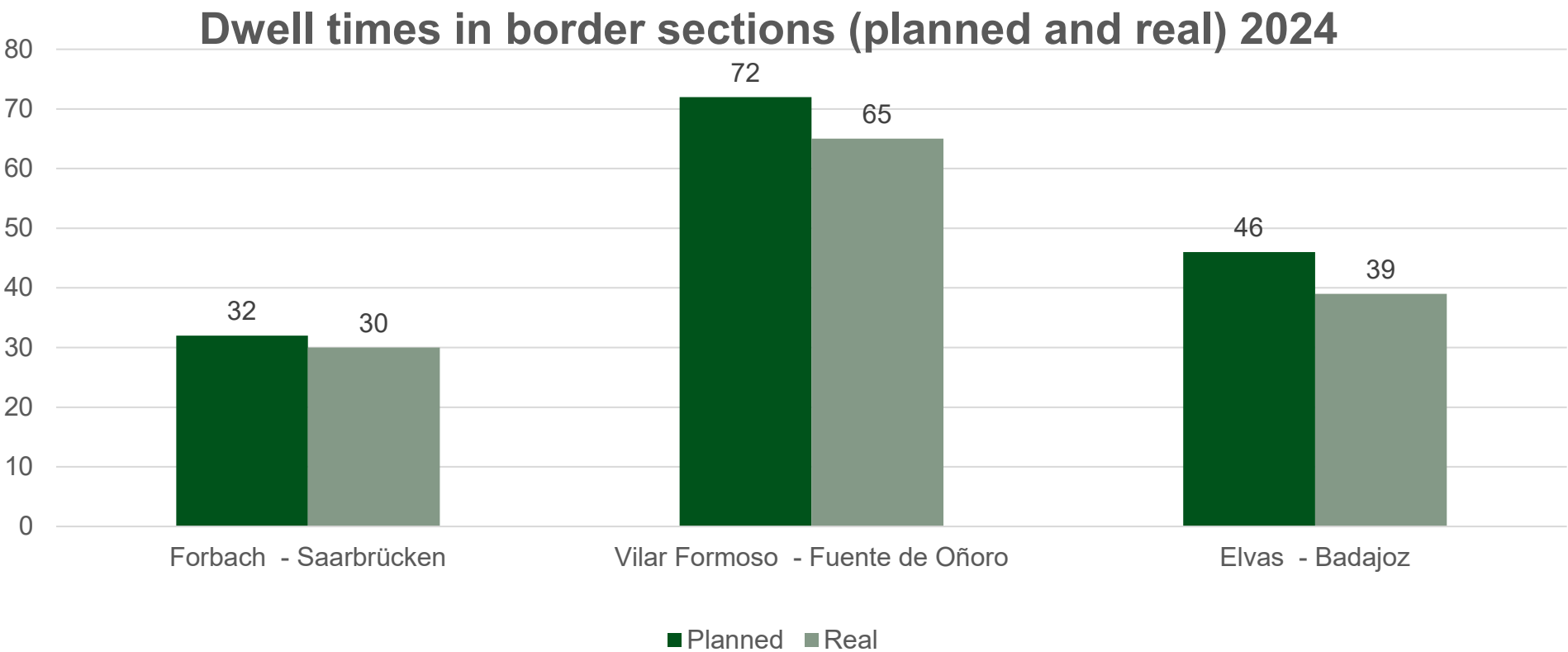
# Operations

Number of trains per 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.

# Operations



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\*\*Hendaye – Irún not published due to reliability of data

# Market Development

## Number of trains per border\*

|                                      | 2022   | 2023  | 2024  |
|--------------------------------------|--------|-------|-------|
| Total DE - FR:                       | 10,919 | 8,432 | 8,974 |
| Total FR - ES:                       | 2,488  | 2,487 | 2,173 |
| Total ES - PT:                       | 2,596  | 2,576 | 2,316 |
| Elvas - Badajoz:                     | 944    | 1,139 | 999   |
| Vilar Formoso –<br>Fuentes de Orono: | 1,652  | 1,437 | 1,317 |

Total DE - FR **-6.42%**

Total FR - ES **-12.62%**

Total ES - PT **-10.1%**

Elvas - Badajoz **-12.3%**

Vilar Formoso –  
Fuentes de Orono: **-8.35%**

\*The calculation of this KPI is based mainly 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

Relation between the capacity allocated by the C-OSS and the total allocated capacity\*

| Location Code | Between operational points |                 | Allocated by C-OSS 2022 | Allocated by C-OSS 2023 | Allocated by C-OSS 2024 (for TT2025) |
|---------------|----------------------------|-----------------|-------------------------|-------------------------|--------------------------------------|
| EU00012       | Forbach                    | Saarbrücken     | N/A                     | N/A                     | 14.7%%                               |
| EU00119       | Hendaye                    | Irún            | N/A                     | N/A                     | 62,46%                               |
| EU00124       | Vilar Formoso              | Fuente de Oñoro | N/A                     | N/A                     | 44,64%                               |
| EU00125       | Elvas                      | Badajoz         | N/A                     | N/A                     | 31,78%                               |

\*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

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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](#)'.