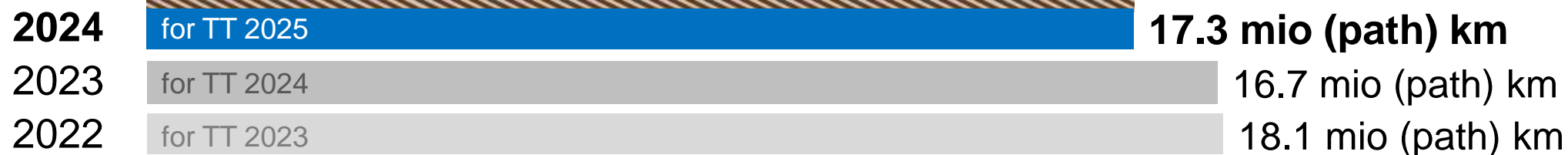**Commonly applicable RFC KPIs**

RFC Rhine-Alpine

April 2024 (Operation KPIs Sept.2024)
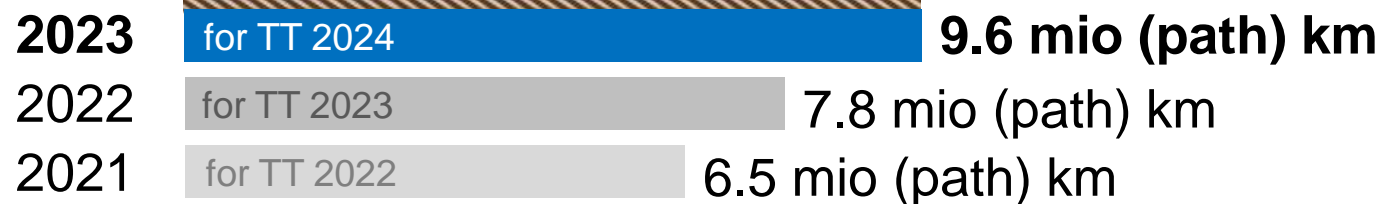
CAPACITY MANAGEMENT

Volume of offered capacity – PaPs (at X-11)
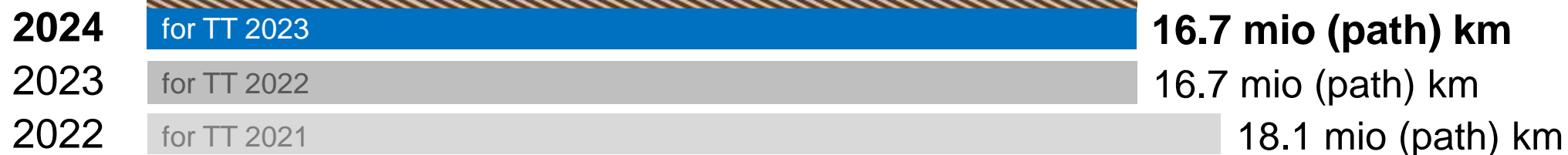
2024 | for TT 2025 | **17.3 mio (path) km**
2023 | for TT 2024 | 16.7 mio (path) km
2022 | for TT 2023 | 18.1 mio (path) km

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

2023 | for TT 2024 | **9.6 mio (path) km**
2022 | for TT 2023 | 7.8 mio (path) km
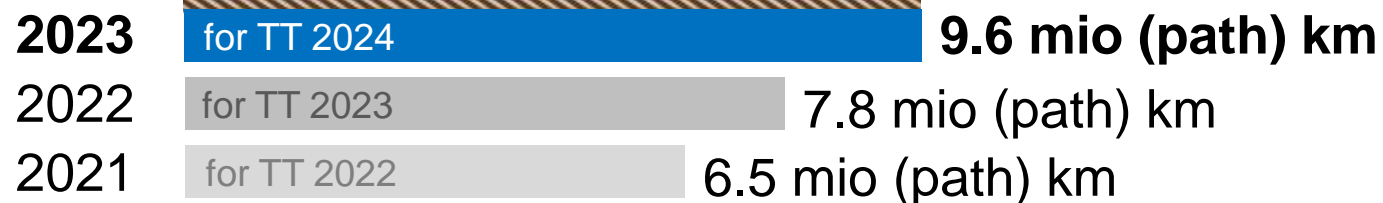2021 | for TT 2022 | 6.5 mio (path) km

*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.

CAPACITY MANAGEMENT

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

2024 for TT 2023 — **16.7 mio (path) km**
2023 for TT 2022 — 16.7 mio (path) km
2022 for TT 2021 — 18.1 mio (path) km

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

2023 for TT 2024 — **9.6 mio (path) km**
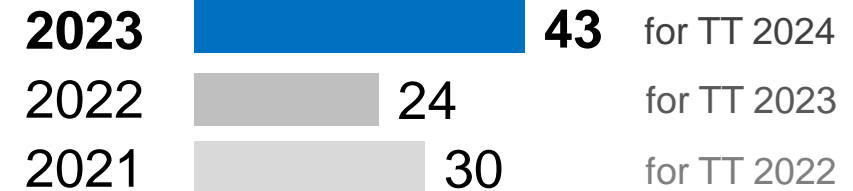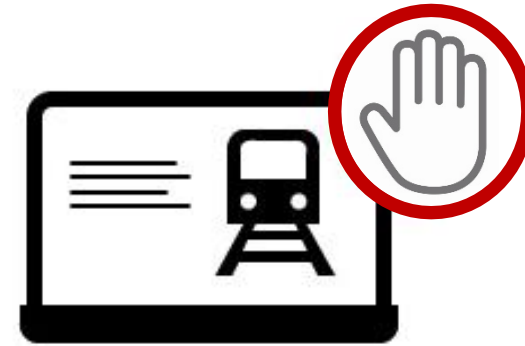2022 for TT 2023 — 7.8 mio (path) km
2021 for TT 2022 — 6.5 mio (path) km

*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.

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)

2023	for TT 2024	**123**
2022	for TT 2023	85
2021	for TT 2022	91

2023	**43**	for TT 2024
2022	24	for TT 2023
2021	30	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)

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

| **2023** | for TT 2024 | **8.3 mio (path) km** |
| 2022 | for TT 2023 | 6.9 mio (path) km |
| 2021 | for TT 2022 | 5.4 mio (path) km |

2023	for TT 2024	**49.7%**
2022	for TT 2023	38.2%
2021	for TT 2022	29.4%

*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.

Average planned speed of PaPs
(calculation per O/D pairs, km/h)
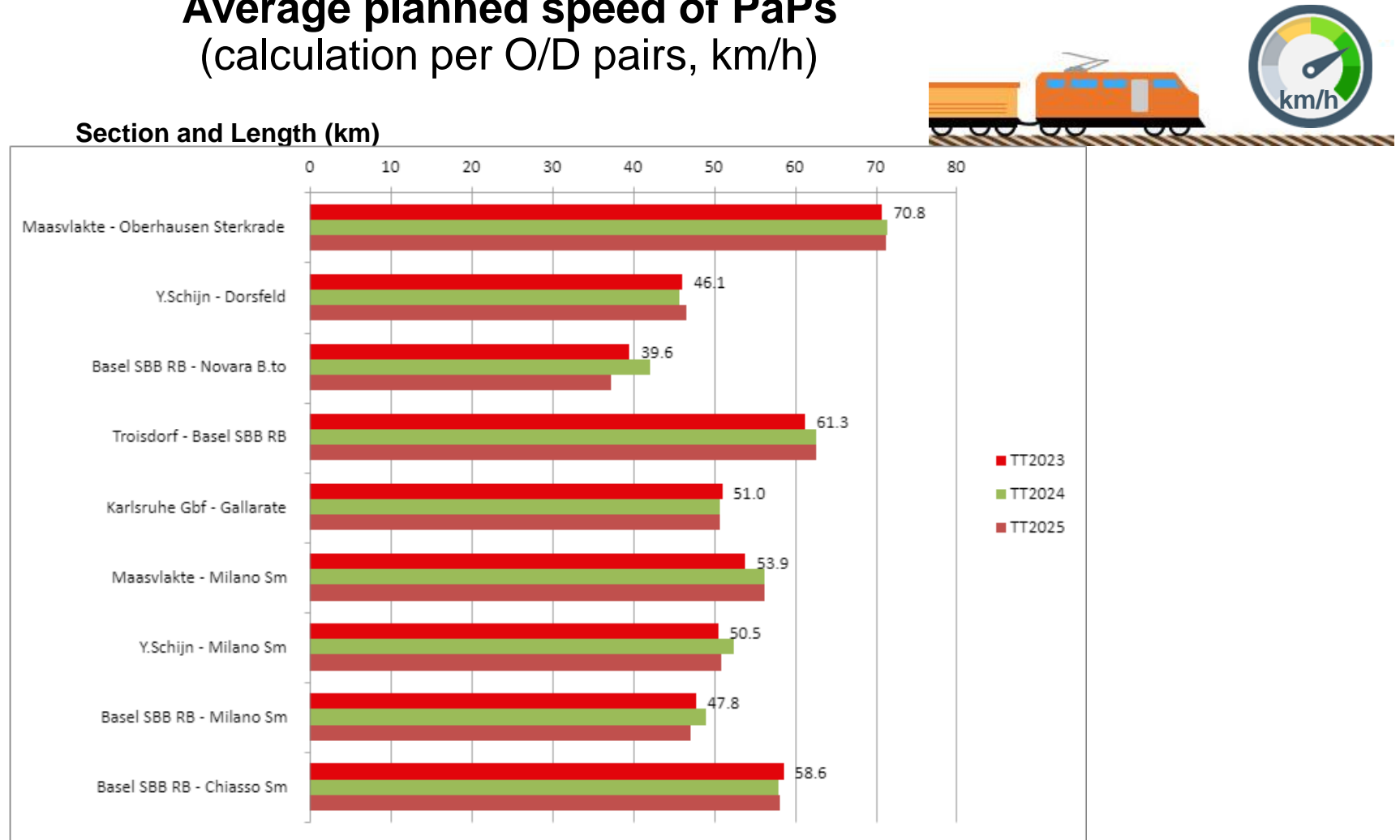
*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.

**Volume of offered capacity –
Reserve Capacity** (at X-2)

TT 2024 ▮ **1.65 mio (path) km**
TT 2023 ▮ 1.8 mio (path) km
TT 2022 ▮ 1.8 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.*

CAPACITY MANAGEMENT

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

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

TT 2023	**0**
TT 2022	0
TT 2021	0

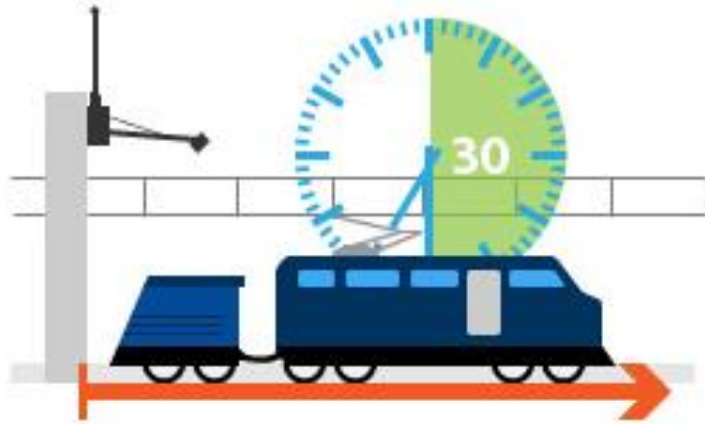|	
TT 2023	**0 (path) km**
TT 2022	0 (path) km
TT 2021	0 (path) km

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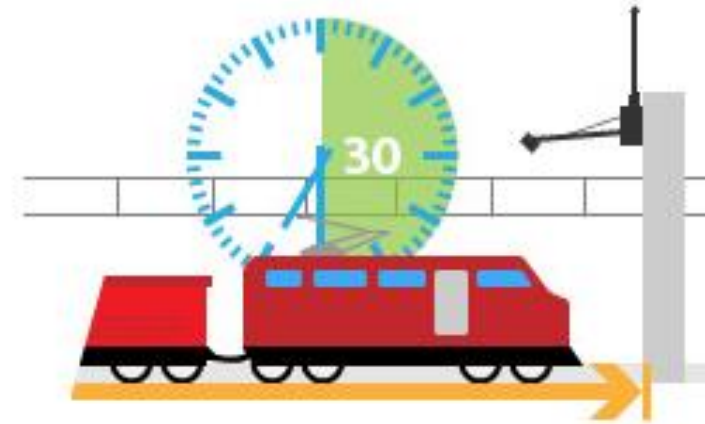These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

Punctuality at origin (RFC entry)

Punctuality at destination (RFC exit)

(delay ≤ 30 minutes)

2023:	**65.0%**
2022:	64.0%
2021:	66.0%

(delay ≤ 30 minutes)

2023:	**50.0%**
2022:	48.0%
2021:	52.0%

OPERATIONS

Punctuality at origin (RFC entry)
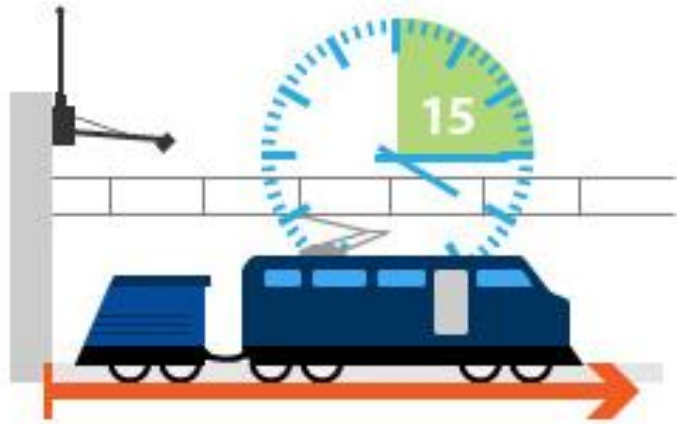
Punctuality at destination (RFC exit)

(delay ≤ 15 minutes)

2023: **57.0%**

2022: 56.0%

2021: 57.0%

(delay ≤ 15 minutes)

**2023:** **43.0%**

2022: 40.0%

2021: 44.0%
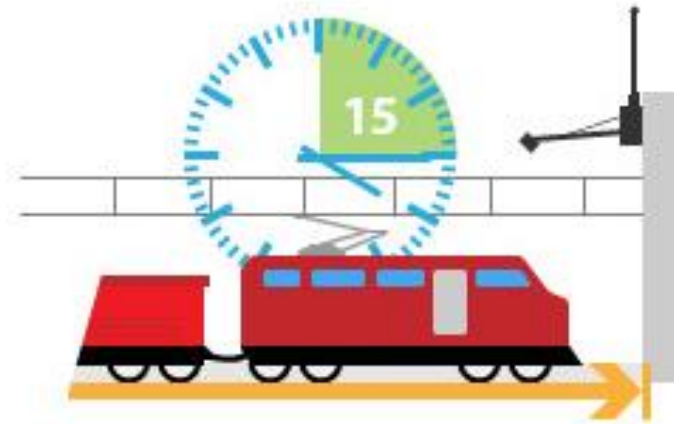
Train Kilometers (million) of trains crossing a border along the RFC*
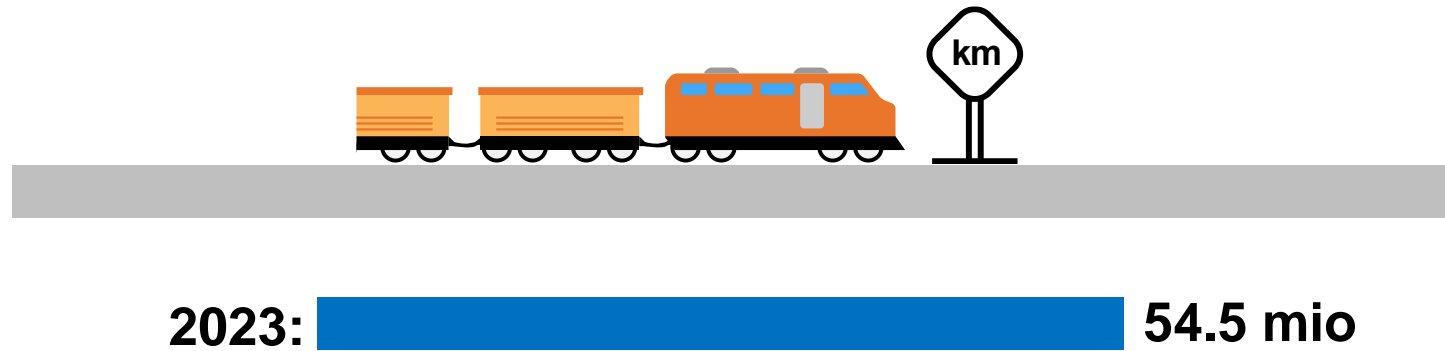
2023: **54.5 mio**

*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.

Number of trains crossing a border along the RFC*
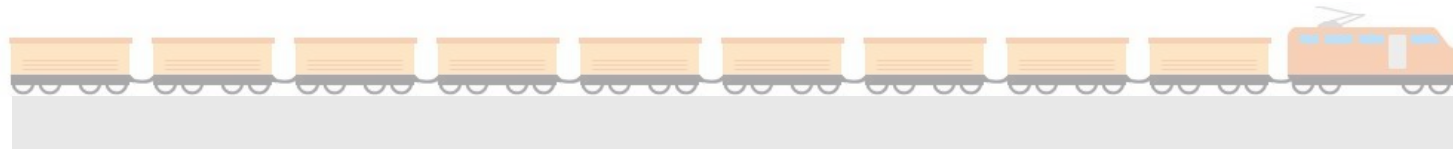
2023:	**93,520**
2022:	98,372
2021:	97,765

*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.
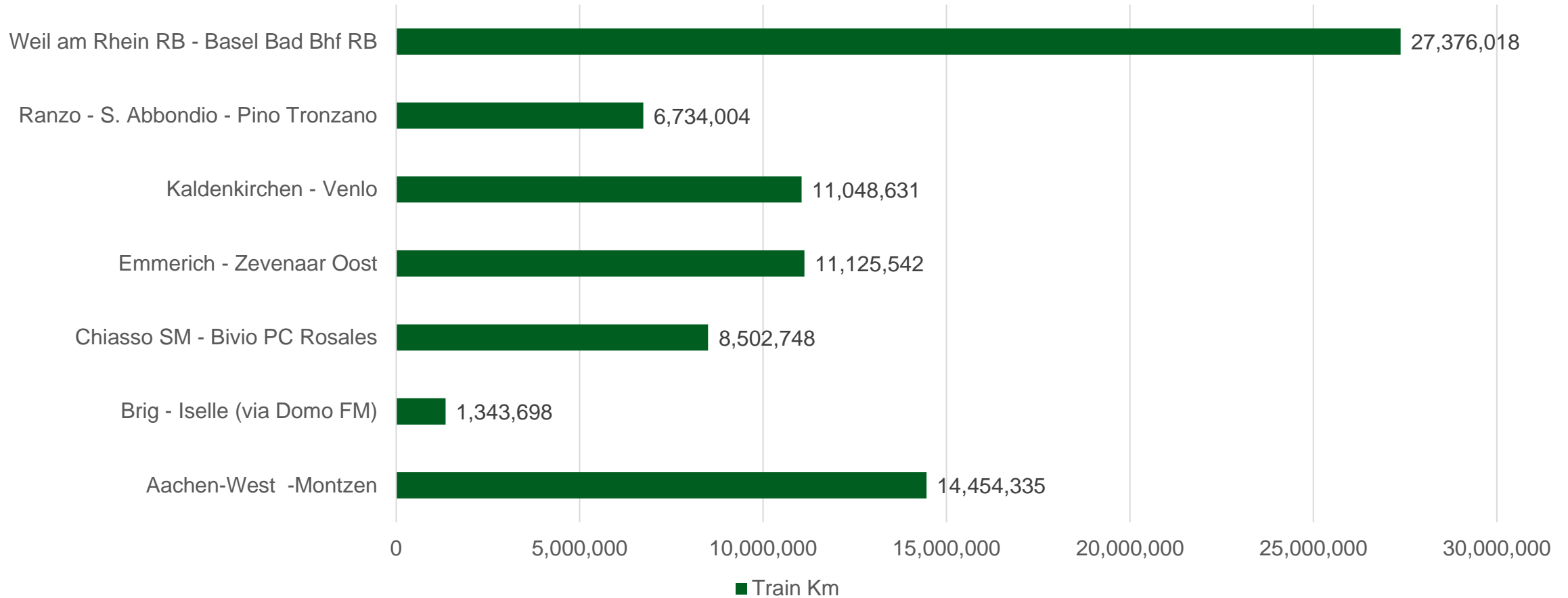
Dwell times in border sections (planned and actual)

2023

Border		Avg.planned dwell (min.)	Avg.clean/real dwell (min.)
Aachen-West	Montzen	70	90
Brig	Iselle (via Domo FM)	105	116
Chiasso SM	Bivio PC Rosales	51	47
Emmerich	Zevenaar Oost	9	10
Kaldenkirchen	Venlo	36	45
Ranzo-S.Abbondio	Pino Tronzano	2	20
Weil am Rhein RB	Basel Bad Bhf RB	55	61

*The calculation of this KPI is based on the 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.

Train kilometers of trains per border 2023

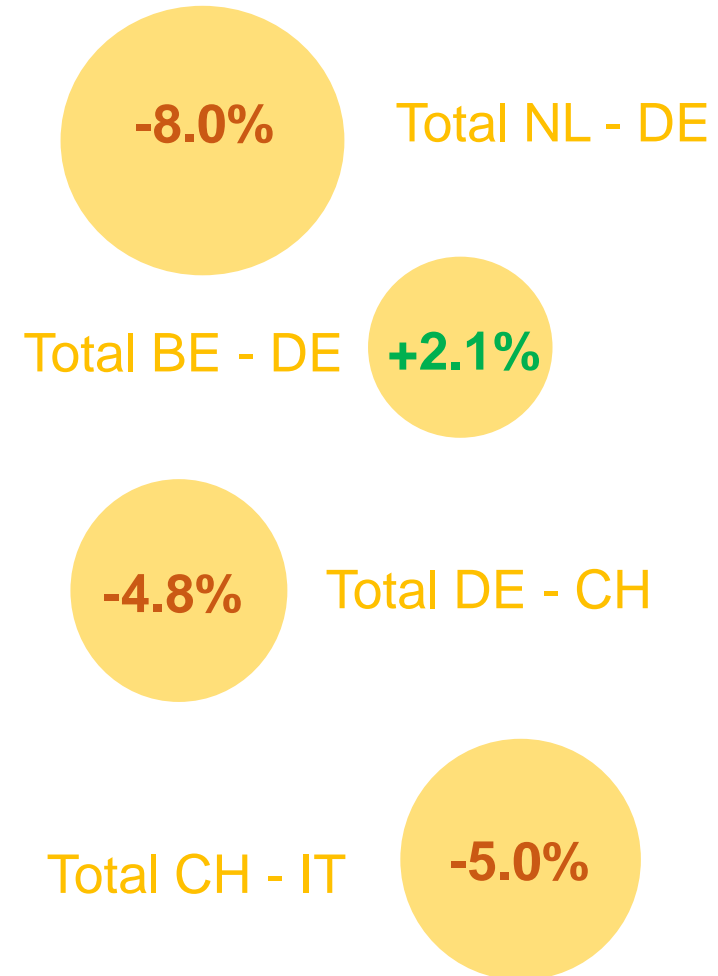| Border	Train Km
Weil am Rhein RB - Basel Bad Bhf RB	27,376,018
Ranzo - S. Abbondio - Pino Tronzano	6,734,004
Kaldenkirchen - Venlo	11,048,631
Emmerich - Zevenaar Oost	11,125,542
Chiasso SM - Bivio PC Rosales	8,502,748
Brig - Iselle (via Domo FM)	1,343,698
Aachen-West -Montzen	14,454,335

■ Train Km

*The calculation of this KPI is based on the 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.

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'.