

**Commonly applicable RFC KPIs**  
**RFC Rhine-Alpine**  
**June 2020**

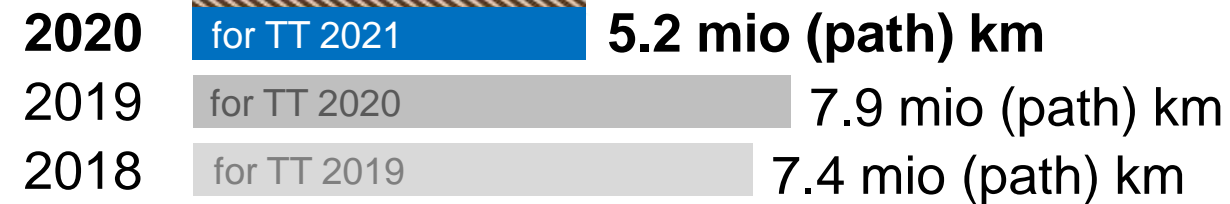


# CAPACITY MANAGEMENT

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

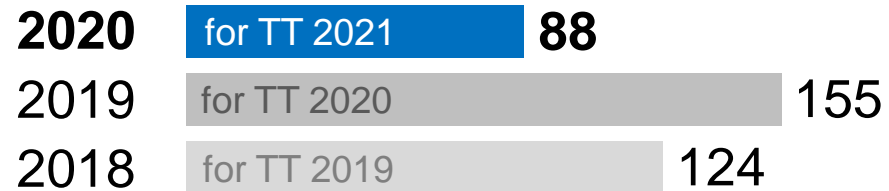


## Volume of requested capacity – PaPs (at X-8)

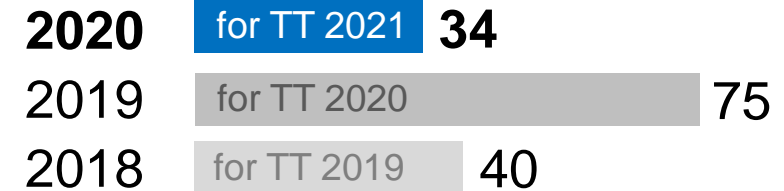
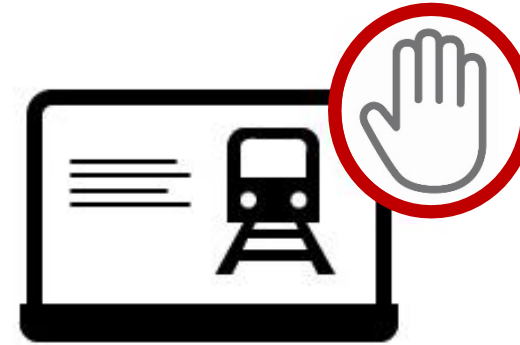


# CAPACITY MANAGEMENT

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



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



# CAPACITY MANAGEMENT

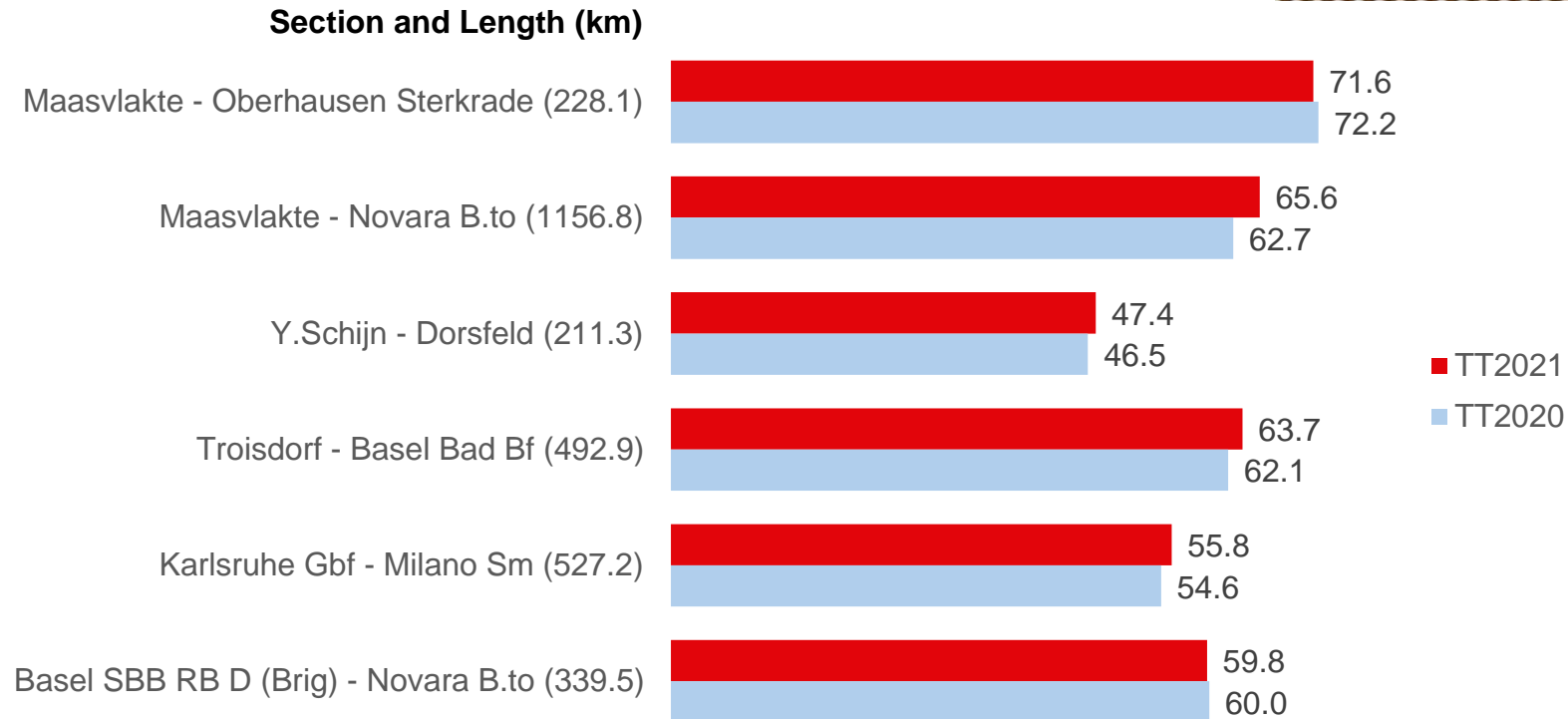
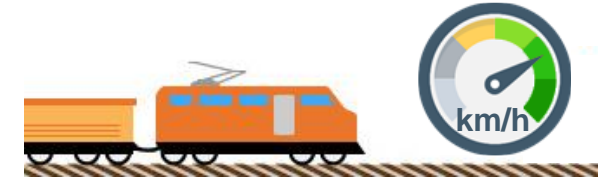
## Volume of pre-booked capacity – PaPs (at X-7.5)



<b>2020</b>	for TT 2021	<b>4.2 mio (path) km</b>
2019	for TT 2020	5.6 mio (path) km
2018	for TT 2019	6.4 mio (path) km

# CAPACITY MANAGEMENT

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



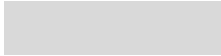


*\*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.*

# CAPACITY MANAGEMENT

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



<b>TT 2020</b>		<b>1.8 mio (path) km</b>
TT 2019		2.9 mio (path) km
TT 2018		2.9 mio (path) km

# CAPACITY MANAGEMENT

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



<b>TT 2019</b>	<b>0</b>
TT 2018	0
TT 2017	0

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



<b>TT 2019</b>	<b>0.0 (path) km</b>
TT 2018	0.0 (path) km
TT 2017	0.0 (path) km

# OPERATIONS

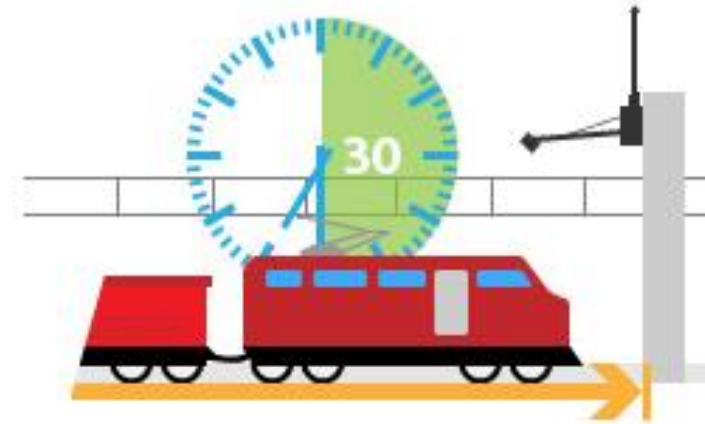
## Punctuality at origin (RFC entry)



(delay  $\leq$  30 minutes)



## Punctuality at destination (RFC exit)



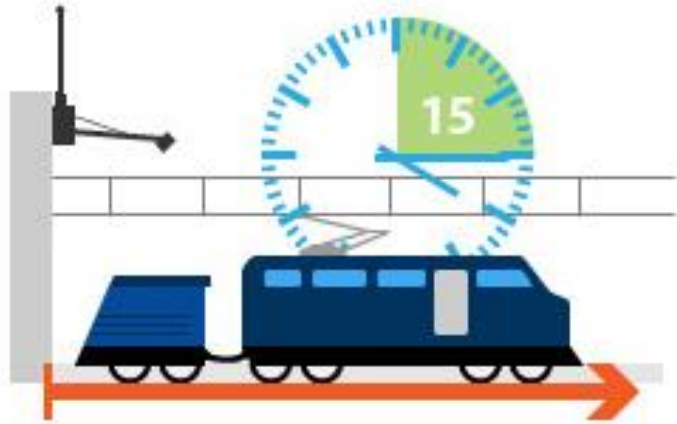
(delay  $\leq$  30 minutes)





# OPERATIONS

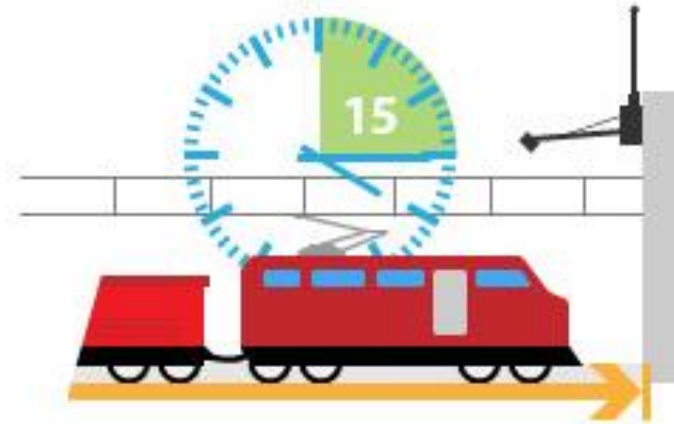
## Punctuality at origin (RFC entry)



(delay ≤ 15 minutes)



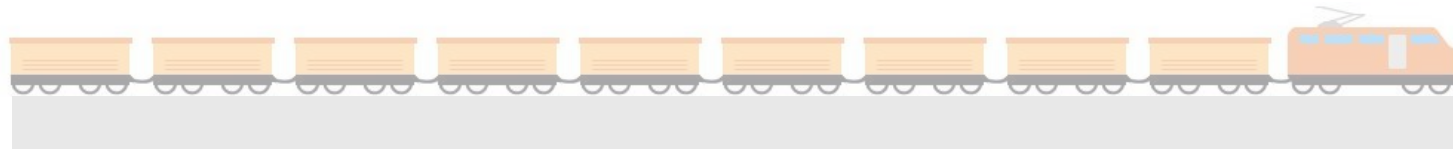
## Punctuality at destination (RFC exit)



(delay ≤ 15 minutes)



**Overall number of trains on the RFC\***



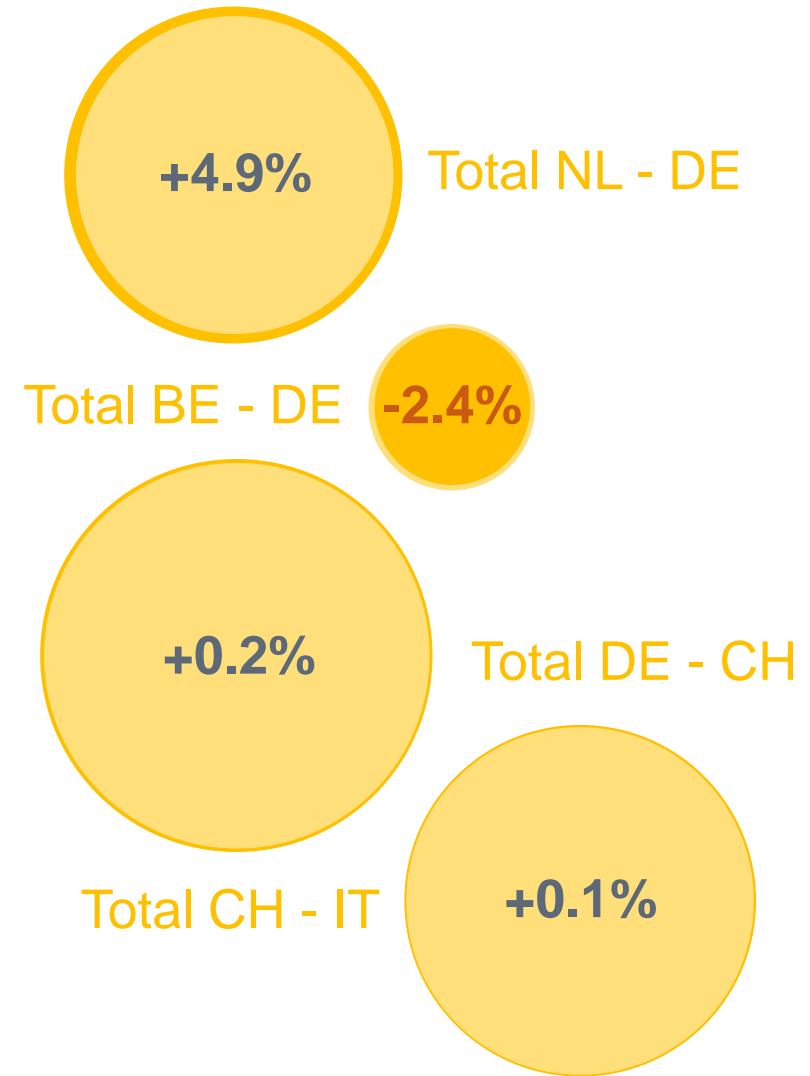
**for RFC internal use only**

\*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

## Overall number of trains per border\*

	2017	2018	2019
Total NL - DE:	42,871	43,266	<b>45,367</b>
Total BE - DE:	22,925	23,852	<b>23,268</b>
Total DE - CH:	51,450	53,812	<b>53,938</b>
Total CH - IT:	46,219	47,125	<b>47,182</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

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

Location Code	Between member states		Between operational points		Ratio of capacity allocated by C-OSS
EU00004	Netherlands	Germany	Zevenaar Oost	Emmerich	12.0%
EU00007	Belgium	Germany	Montzen	Aachen West	19.1%
EU00018	Germany	Switzerland	Weil am Rhein RB	Basel Bad Bhf RB	17.9%
EU00152	Switzerland	Italy	Ranzo S. Abbondio	Pino Tronzano	13.8%
EU00153	Switzerland	Italy	Brig	Iselle	18.8%
EU00154	Switzerland	Italy	Chiasso	Como St. Giovanni	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. The figures are applicable for 2019.

# 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'](#).