Commonly applicable RFC KPIs

RFC North Sea-Mediterranean

MAY 2025

CAPACITY MANAGEMENT

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

2025	for TT 2026	**36.3 mio (path) km**
2024	for TT 2025	31.7 mio (path) km
2023	for TT 2024	26.02 mio (path) km

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

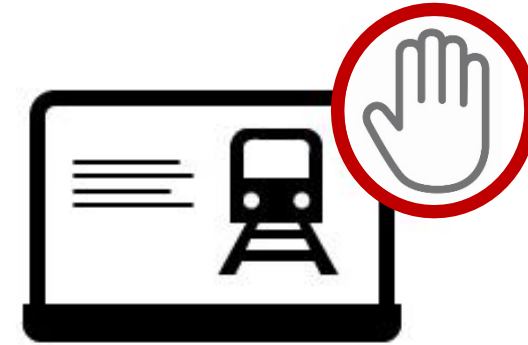|		
2025	for TT 2026	**13.7 mio (path) km**
2024	for TT 2025	14.1 mio (path) km
2023	for TT 2024	13.7 mio (path) km

*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 pre-booked capacity – PaPs (at X-7.5)

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

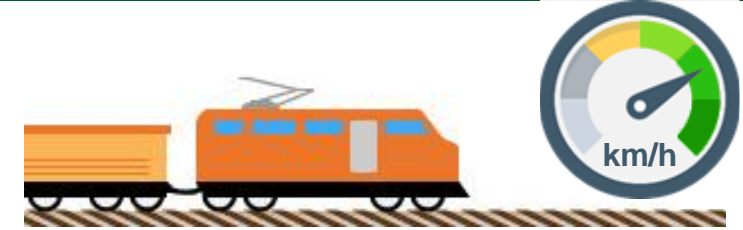|		
2025	for TT 2026	**13.45 mio (path) km**
2024	for TT 2025	14 mio (path) km
2023	for TT 2024	13.7 mio (path) km

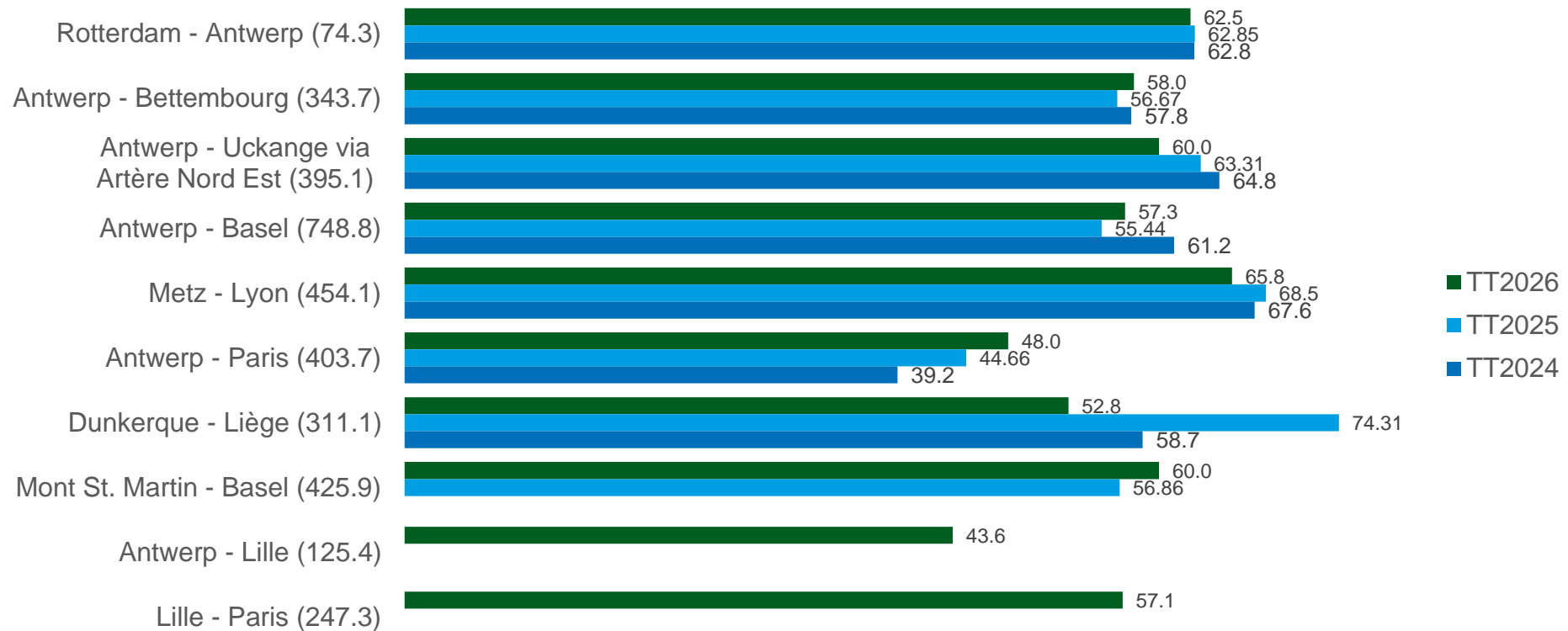|		
2025	for TT 2026	**37.1%**
2024	for TT 2025	44.4%
2023	for TT 2024	52.7%

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.

Commonly applicable RFC KPIs 3

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

Section and Length (km)

Section and Length (km)	TT2026	TT2025	TT2024
Rotterdam - Antwerp (74.3)	62.5	62.85	62.8
Antwerp - Bettembourg (343.7)	58.0	56.67	57.8
Antwerp - Uckange via Artère Nord Est (395.1)	60.0	63.31	64.8
Antwerp - Basel (748.8)	57.3	55.44	61.2
Metz - Lyon (454.1)	65.8	68.5	67.6
Antwerp - Paris (403.7)	48.0	44.66	39.2
Dunkerque - Liège (311.1)	52.8	74.31	58.7
Mont St. Martin - Basel (425.9)	60.0	56.86	
Antwerp - Lille (125.4)	43.6		
Lille - Paris (247.3)	57.1		

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

- 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:
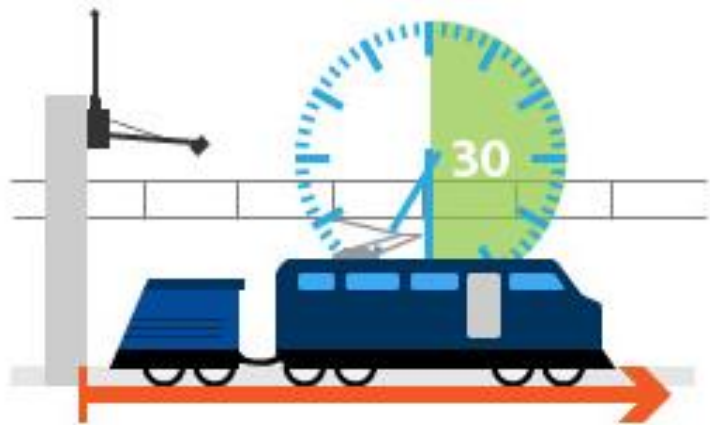Trains on fully overlapped sections:
- All trains running on completely overlapped sections are assigned to all the corridors involved. However, the concerned RFCs may apply additional criteria to assign a train to a single corridor based on the specific situation.
Trains running partly in overlapped 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.
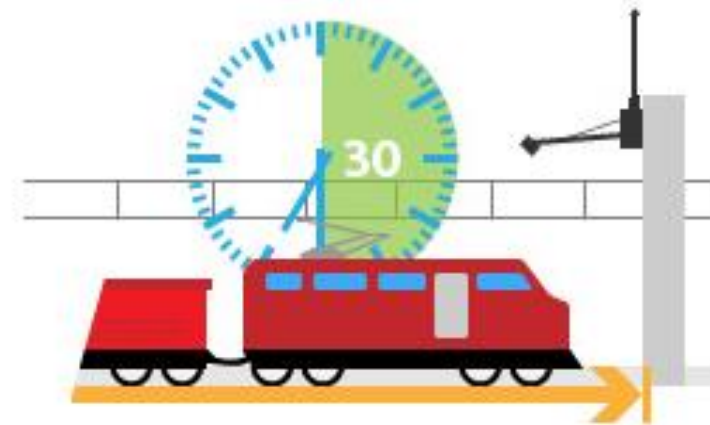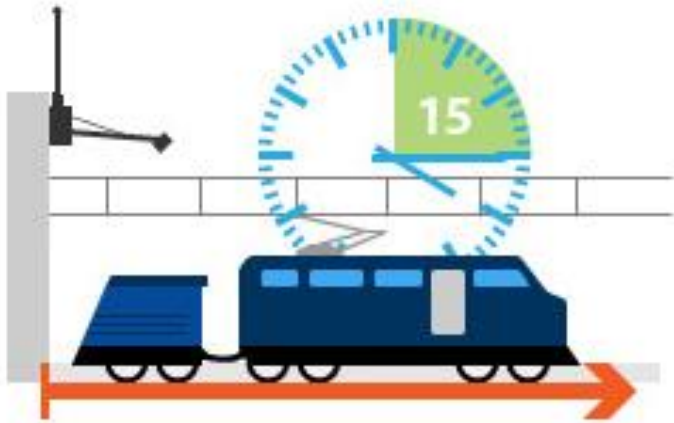
Train Kilometers (million) of trains per RFC*
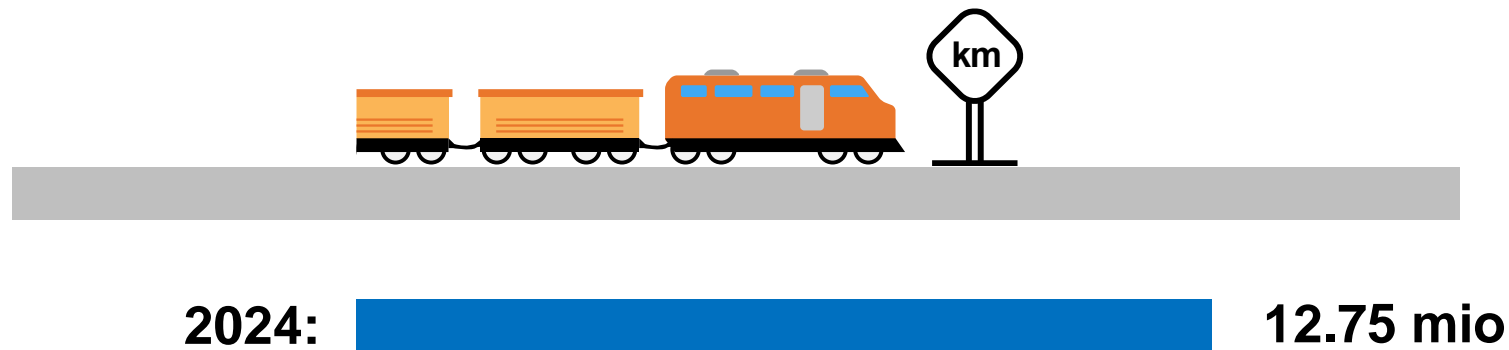
2024: _____ **12.75 mio**

*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 per RFC*
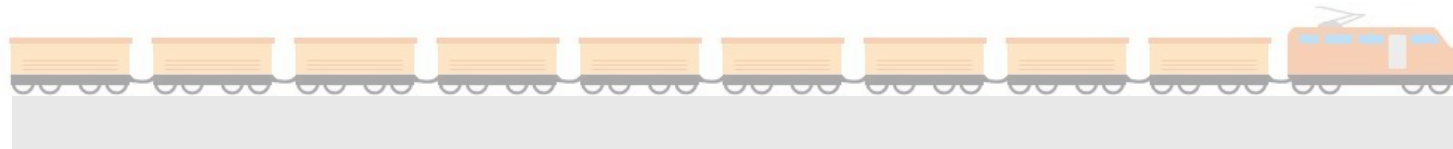
2024: 26,191
2023: 30,560
2022: 32,671

*The calculation of year 2022 & 2023 is based on data in IMs' system. For 2024 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 clean/real)
2024

Border		Avg. planned dwell (min.)	Avg. clean/real (min.)
Mouscron	Tourcoing	1	0
Blandain	Baisieux	3	4
Erquelinnes	Jeumont	0	1
Aubange	Longwy	0	0
Roosendaal	Essen	8	8
Sas van Gent	Zelzate	1	0
Autelbas	Kleinbettingen	3	2

*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.

**Dwell times in border sections (planned and clean/real)
2024**

Border		Avg. planned dwell (min.)	Avg. clean/real (min.)
Aubange	Pétange	5	1
Athus	Pétange	5	1
Bettembourg	Thionville	33	28
Pougny-Chancy	La Plaine	4	3
Saint-Louis	Basel St. Johann	59	59

*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.

MARKET DEVELOPMENT

Train kilometers of trains per border 2024

Border	Train Km
Saint-Louis - Basel St. Johann	3,587,579
Pougny-Chancy - La Plaine	62,025
Bettembourg - Thionville	2,444,461
Athus - Pétange	14,049
Aubange - Pétange	762,531
Autelbas - Kleinbettingen	10,910
Sas van Gent - Zelzate	471,792
Roosendaal - Essen	3,138,216
Aubange - Longwy	525,030
Erquelinnes - Jeumont	921,002
Blandain - Baisieux	77,432
Mouscron - Tourcoing	1,542,474

■ 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.
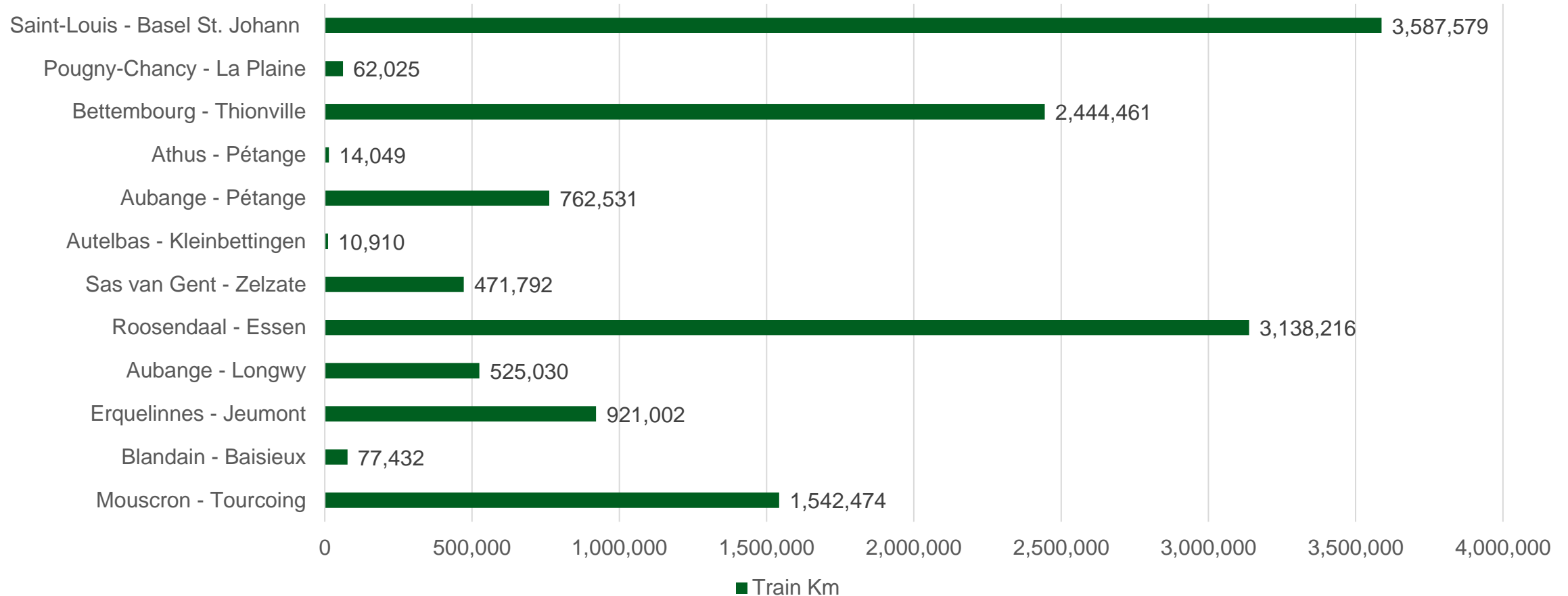
Number of trains per border - Part 1*

	2022	2023	**2024**
Total NL - BE:	8,465	8,230	**7,611**
Total BE - LU:	2,063	2,190	**1,895**
Total LU - FR:	5,842	5,394	**3,517**
Total BE - FR:	11,634	11,634	**10,967**
Total FR - CH:	5,642	5,322	**6,638**

-7.5% Total NL - BE

Total BE - LU **-13.47%**

-34.8% Total LU - FR

Total BE - FR **-5.7%**

Total FR - CH **+24.7%**

*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.

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 2022	Allocated by C-OSS 2023	Allocated by C-OSS 2024 (for TT2025)
EU00084	Belgium	France	Mouscron	Tourcoing	49.0%	55.0%	71.0%
EU00085	Belgium	France	Blandain	Baisieux	46.0%	67.0%	39.0%
EU00087	Belgium	France	Erquelinnes	Jeumont	45.0%	84.0%	96.0%
	Belgium	France	Quévy	Feignies	65.0%	84.0%	83.0%
EU00088	Belgium	France	Aubange	Longwy	63.0%	86.0%	65.0%
EU00090	Netherlands	Belgium	Roosendaal	Essen	28.0%	41% (RFC2) 19% (RFC8)	38.0%
EU00097	Belgium	Luxembourg	Aubange	Pétange	94.0%	89.0%	85.0%
EU00098	Belgium	Luxembourg	Athus	Pétange	N/A	0.0%	0.0%
EU00099	Luxembourg	France	Pétange	Mont-St-Martin	N/A	0.0%	0.0%
EU00102	Luxembourg	France	Bettembourg	Thionville	87.0%	100.0%	100.0%
EU00130	France	Switzerland	Pougny-Chancy	La Plaine	100.0%	75.0%	100.0%
EU00138	France	Switzerland	Saint-Louis	Basel St. Johann	64.0%	70.0%	100.0%

*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 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'.