



**Commonly applicable RFC KPIs**  
**RFC North Sea-Mediterranean**  
**May 2023**



# CAPACITY MANAGEMENT

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



<b>2023</b>	for TT 2024	<b>26.0 mio (path) km</b>
2022	for TT 2023	26.8 mio (path) km
2021	for TT 2022	21.5 mio (path) km

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



<b>2023</b>	for TT 2024	<b>13.7 mio (path) km</b>
2022	for TT 2023	11.1 mio (path) km
2021	for TT 2022	10.6 mio (path) km

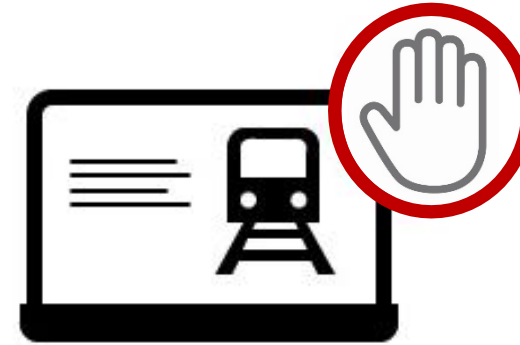
*\*The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

# 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)



*\*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)

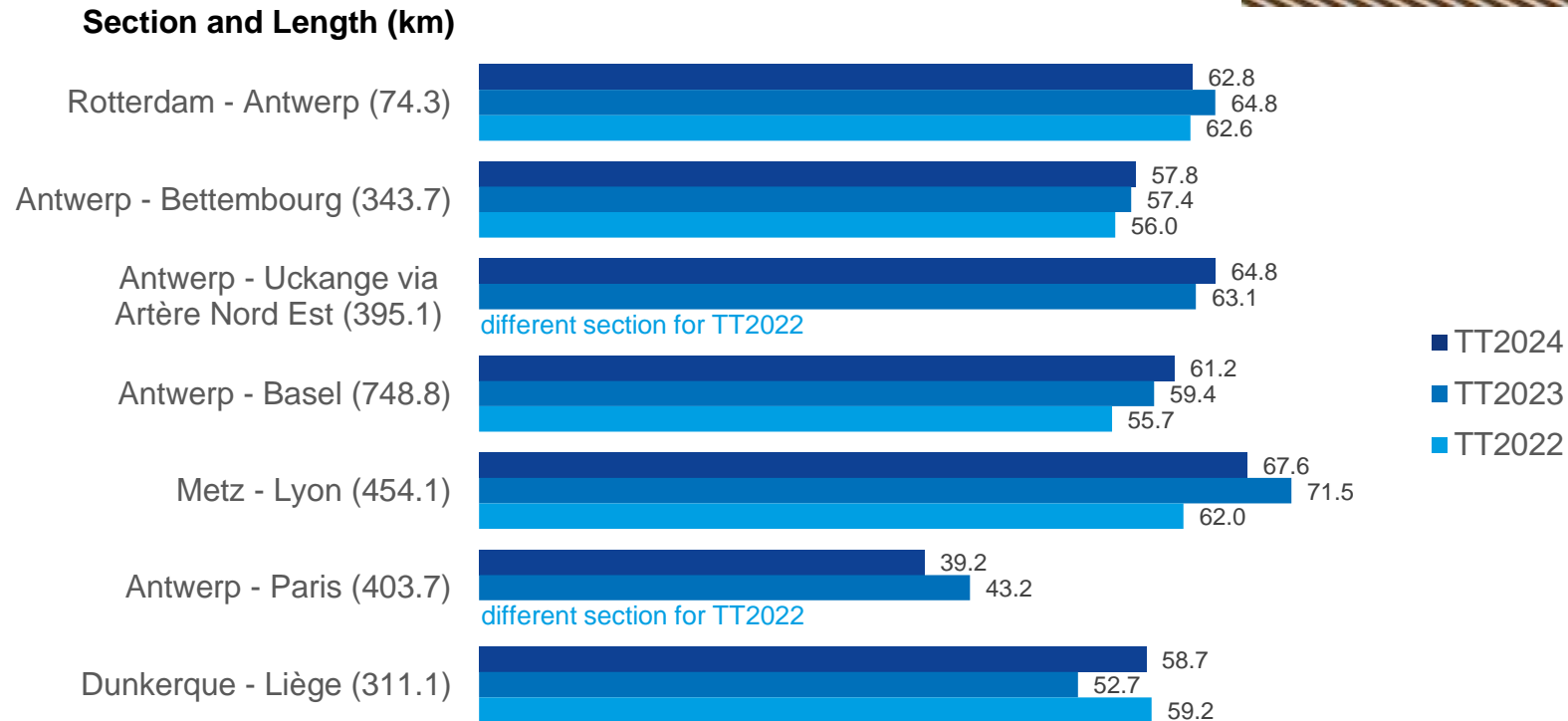
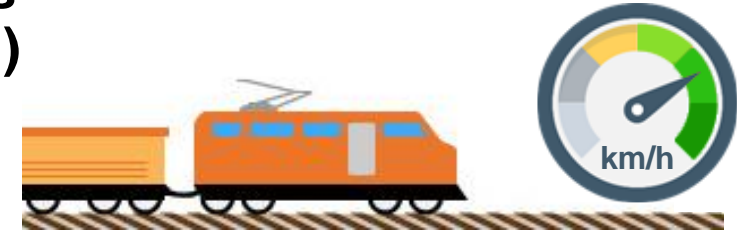


<b>2023</b>	for TT 2024	<b>13.7 mio (path) km</b>	<b>2023</b>	for TT 2024	<b>52.7%</b>
2022	for TT 2023	11.1 mio (path) km	2022	for TT 2023	41.6%
2021	for TT 2022	10.6 mio (path) km	2021	for TT 2022	49.3%

*\*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

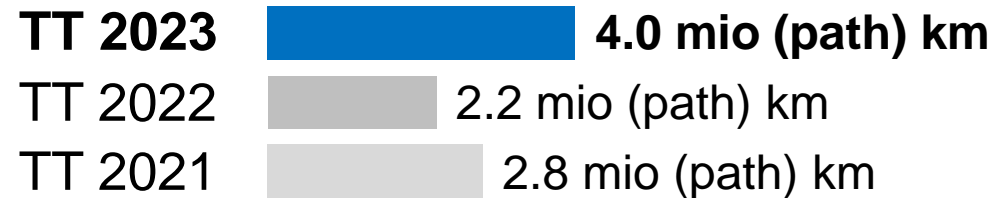
## Average planned speed of PaPs (calculation per O/D pairs, km/h)



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

# CAPACITY MANAGEMENT

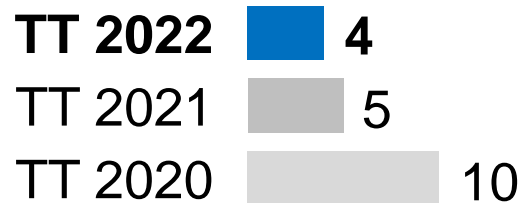
## Volume of offered capacity – Reserve Capacity (at X-2)



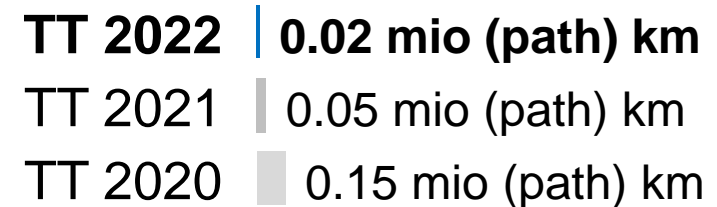
*\*The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

# CAPACITY MANAGEMENT

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



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



*\*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

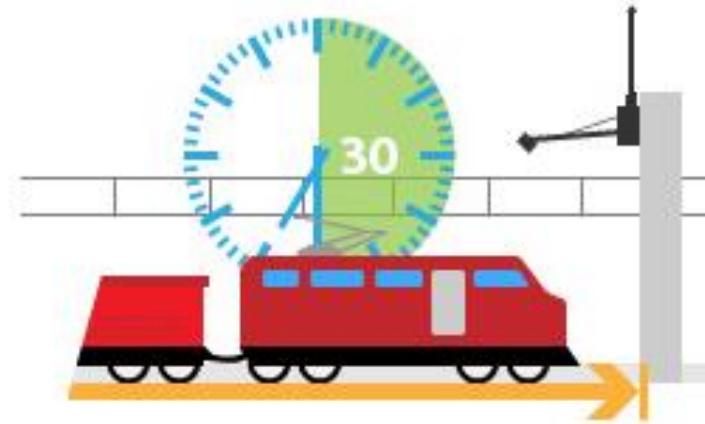
## Punctuality at origin (RFC entry)



(delay  $\leq$  30 minutes)



## Punctuality at destination (RFC exit)



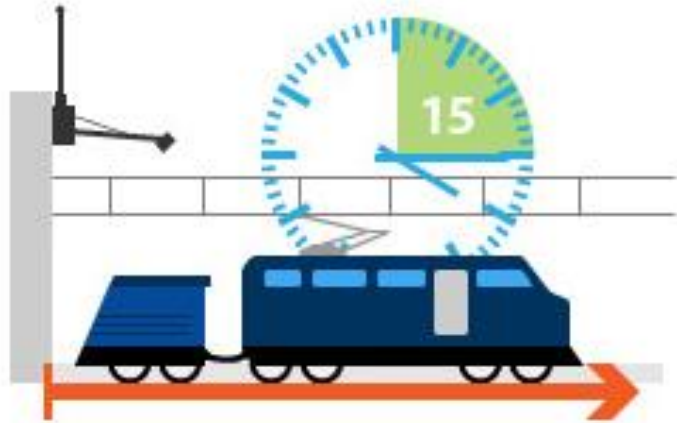
(delay  $\leq$  30 minutes)





# OPERATIONS

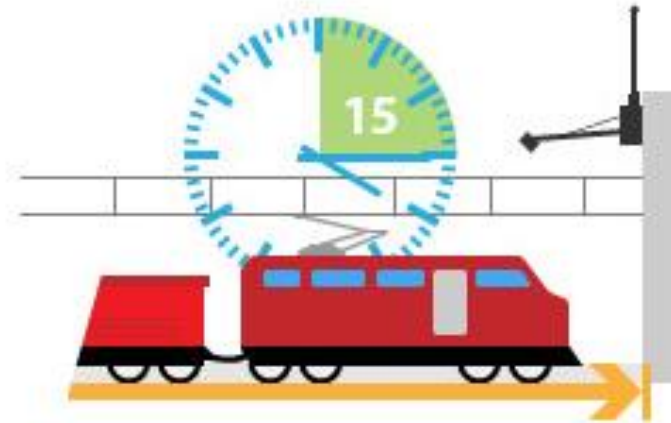
## Punctuality at origin (RFC entry)



(delay  $\leq$  15 minutes)



## Punctuality at destination (RFC exit)

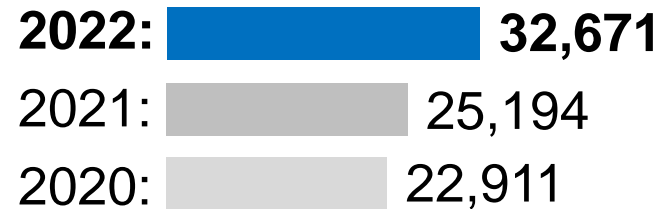
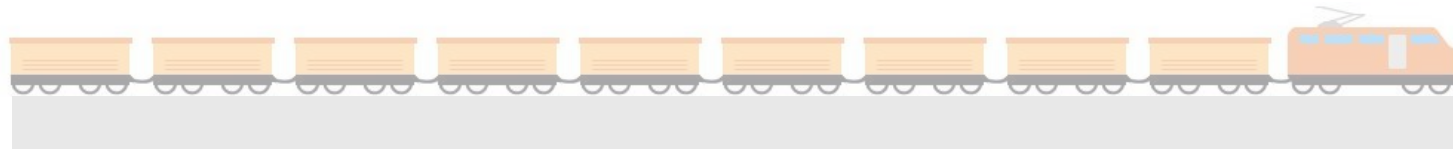


(delay  $\leq$  15 minutes)



# OPERATIONS

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

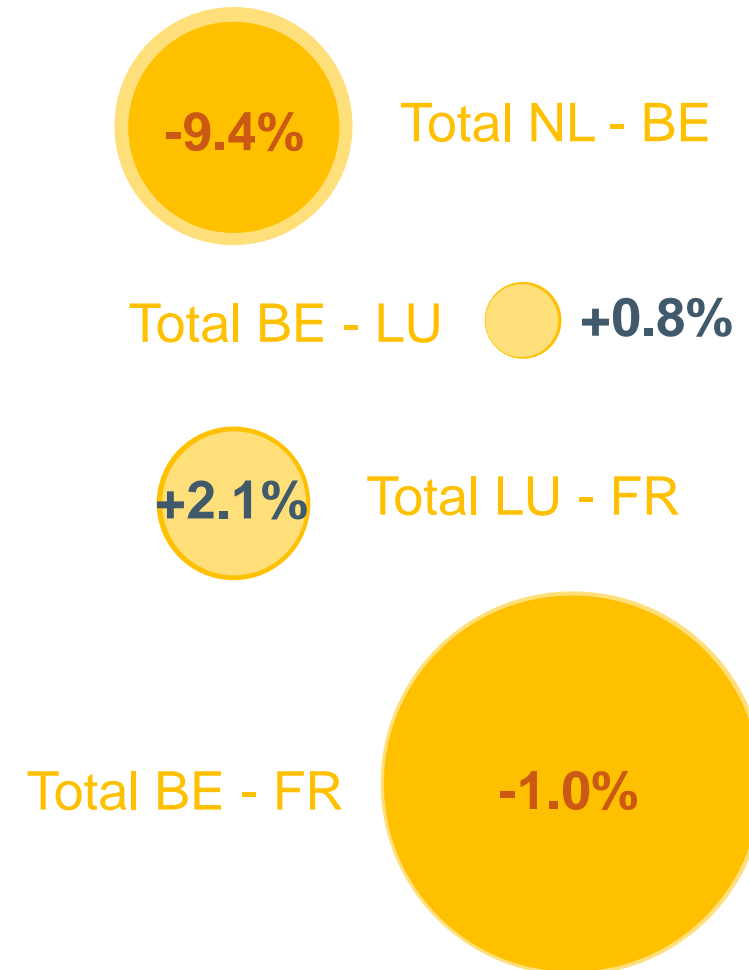


\*The calculation of this KPI is based on data in RNE's TIS, except for the year 2022 when it has been based on data in IMs' systems. International freight trains crossing a border of an RFC are considered in the calculation.

# MARKET DEVELOPMENT

## Number of trains per border - Part 1\*

	2019	2020	2021
Total NL - BE:	9,724	9,402	<b>8,518</b>
Total BE - LU:	4,653	2,211	<b>2,229</b>
Total LU - FR:	7,095	5,846	<b>5,966</b>
Total BE - FR:	14,760	13,962	<b>13,816</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 GB - FR:	2,411	1,945	<b>1,902</b>	● -2.2% Total GB - FR
Total FR - CH:	7,207	5,760	<b>5,105</b>	Total FR - CH -11.4%

\*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
EU00084	Belgium	France	Mouscron	Tourcoing	55.3%	84.0%	57.0%
EU00085	Belgium	France	Blandain	Baisieux	37.9%	83.0%	0.0%
EU00087	Belgium	France	Erquelinnes	Jeumont	9.5%	26.0%	63.0%
EU00088	Belgium	France	Aubange	Longwy	100.0%	92.0%	100.0%
EU00090	Netherlands	Belgium	Roosendaal	Essen	10.8%	27.0%	35.0%
EU00097	Belgium	Luxembourg	Aubange	Pétange	80.0%	93.0%	100.0%
EU00102	Luxembourg	France	Bettembourg	Thionville	9.9%	65.0%	82.0%
EU00130	France	Switzerland	Pougny-Chancy	La Plaine	59.4%	0.0%	100.0%
EU00138	France	Switzerland	Saint-Louis	Basel St. Johann	79.2%	79.0%	54.0%
EU00228	United Kingdom	France	Folkestone	Calais Frethun	54.6%	55.0%	N/A

\*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

- » 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](#)'.