

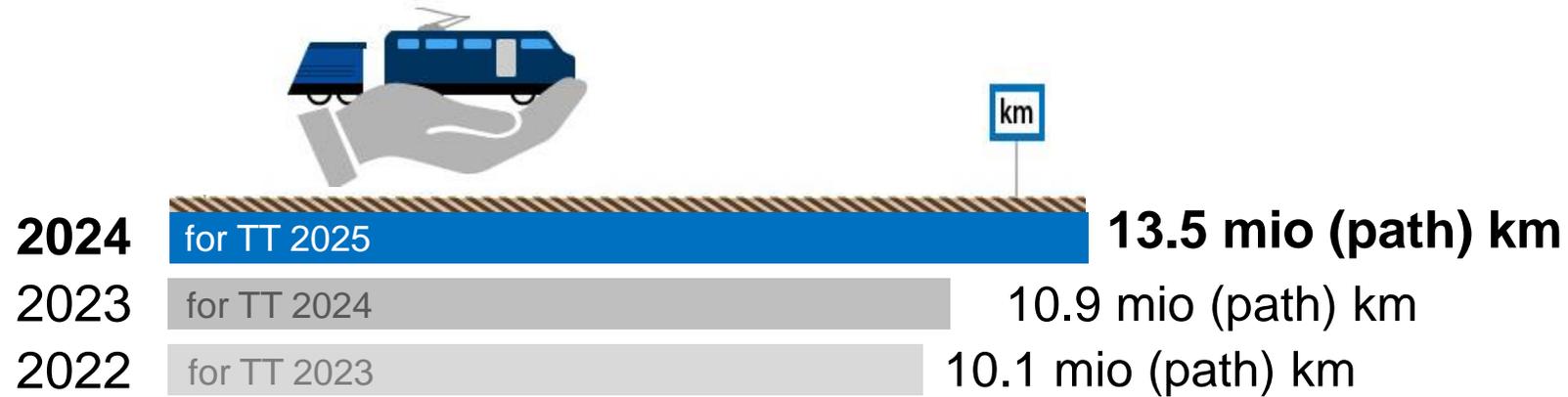


Commonly applicable RFC KPIs
RFC Scandinavian-Mediterranean
April 2024



CAPACITY MANAGEMENT

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



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



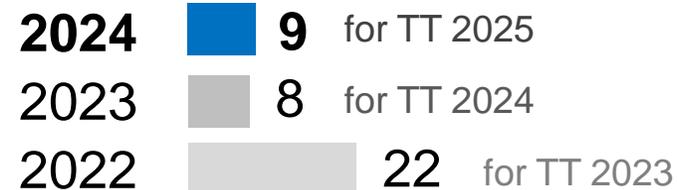
**The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

CAPACITY MANAGEMENT

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



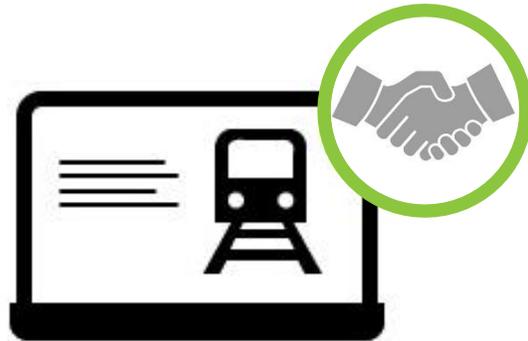
Number of conflicts – PaPs (at X-8)
(number of conflicting PCS dossiers)



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CAPACITY MANAGEMENT

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



2024	for TT 2025	3.15 mio (path) km
2023	for TT 2024	3.2 mio (path) km
2022	for TT 2023	2.4 mio (path) km

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

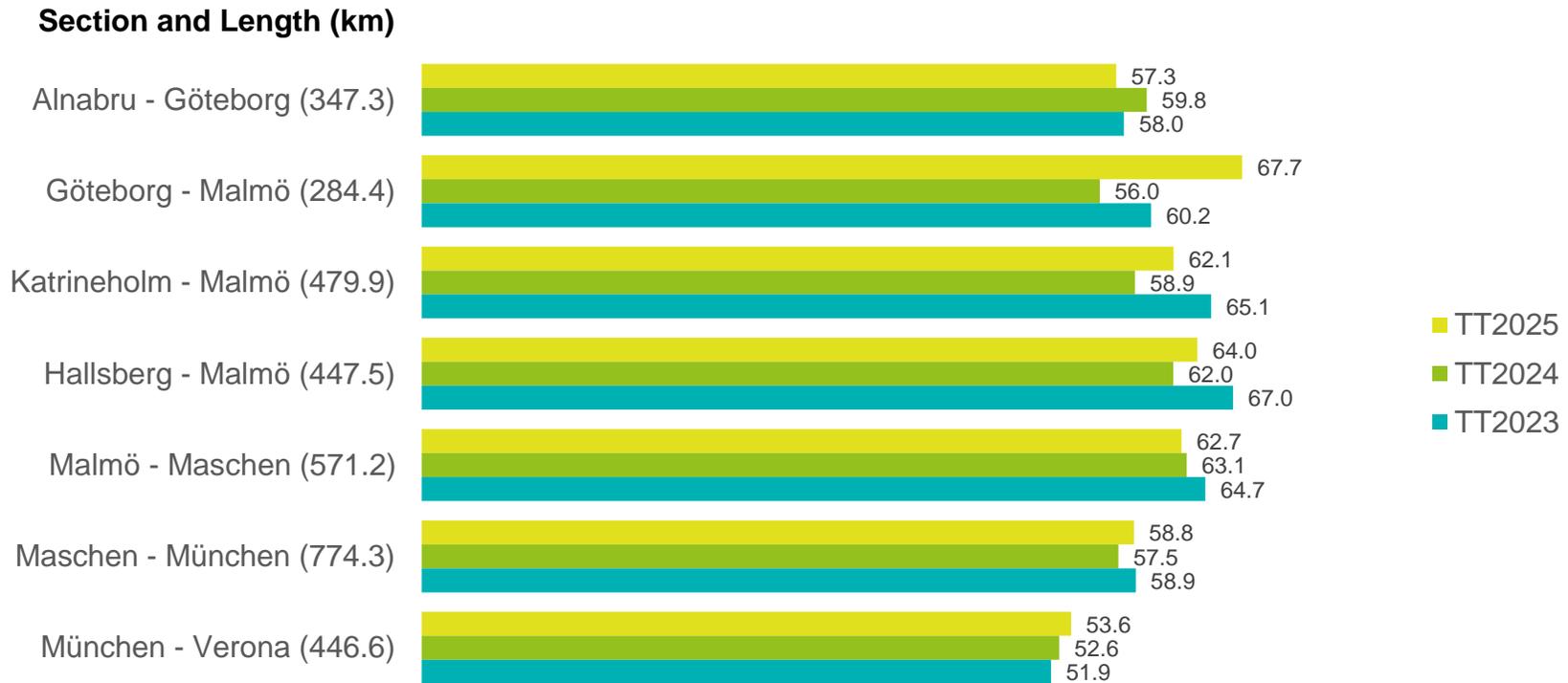
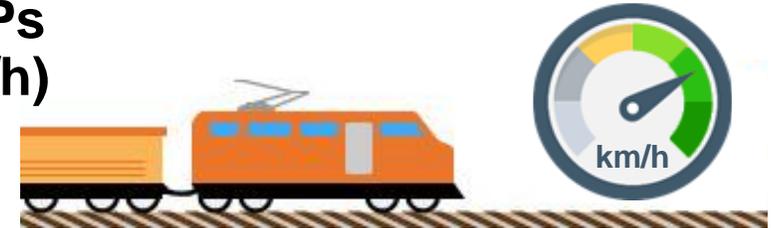


2024	for TT 2025	23.4%
2023	for TT 2024	29.0%
2022	for TT 2023	24.0%

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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)



TT 2024		1.8 mio (path) km
TT 2023		1.8 mio (path) km
TT 2022		1.8 mio (path) km

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CAPACITY MANAGEMENT

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



TT 2023	0
TT 2022	2
TT 2021	0

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

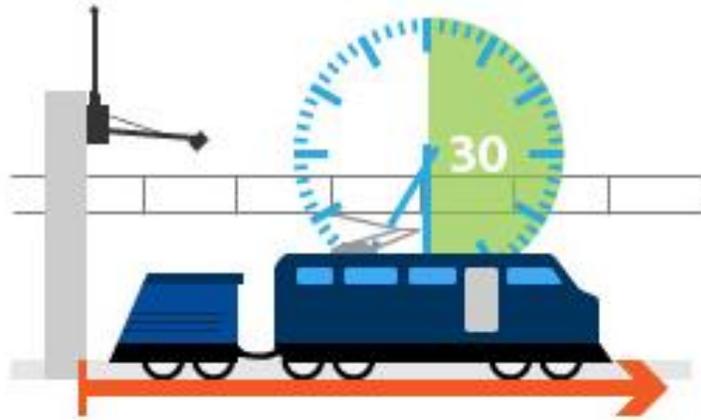


TT 2023	0 (path) km
TT 2022	0.05 mio (path) km
TT 2021	0 (path) km

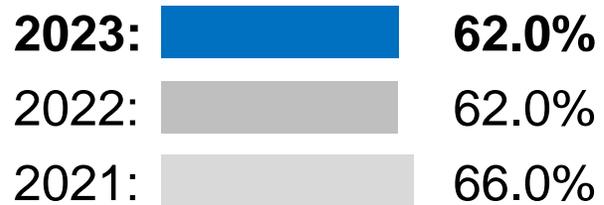
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OPERATIONS

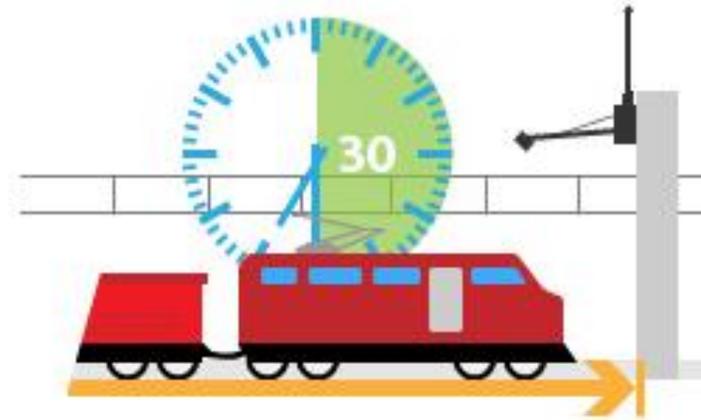
Punctuality at origin (RFC entry)



(delay ≤ 30 minutes)



Punctuality at destination (RFC exit)

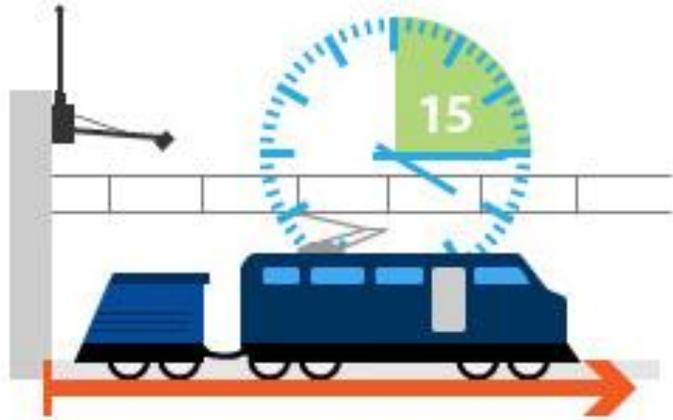


(delay ≤ 30 minutes)



OPERATIONS

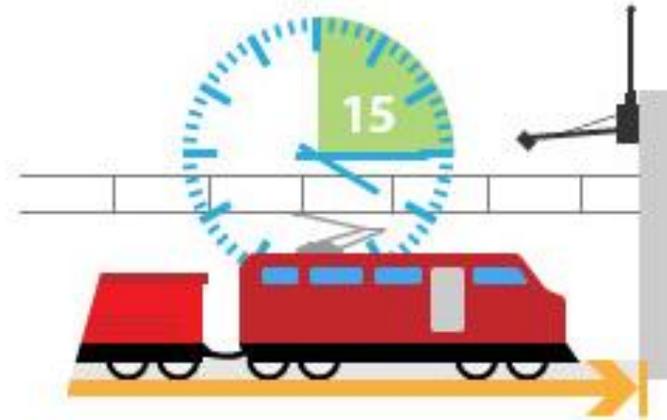
Punctuality at origin (RFC entry)



(delay \leq 15 minutes)



Punctuality at destination (RFC exit)

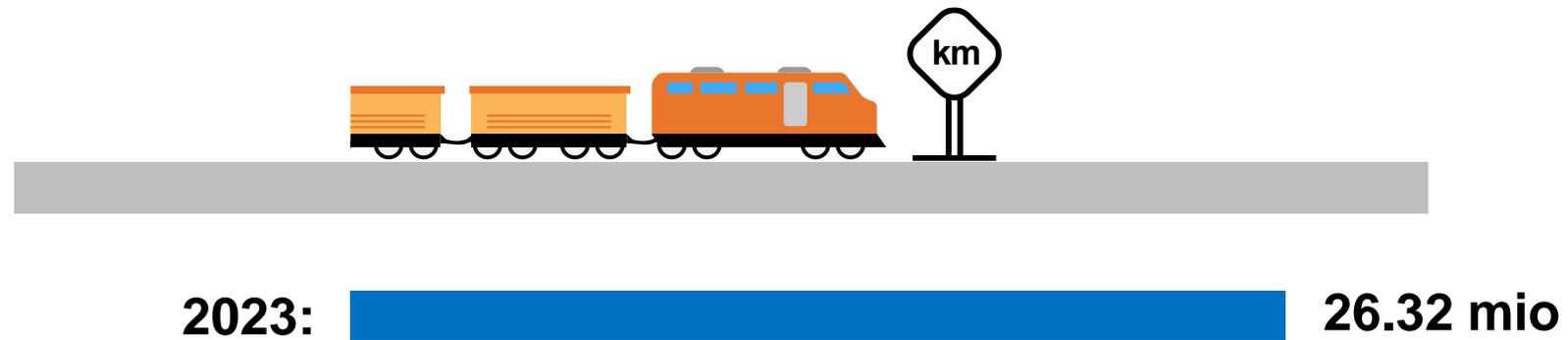


(delay \leq 15 minutes)



OPERATIONS

Train Kilometers (million) of trains crossing a border along the RFC*

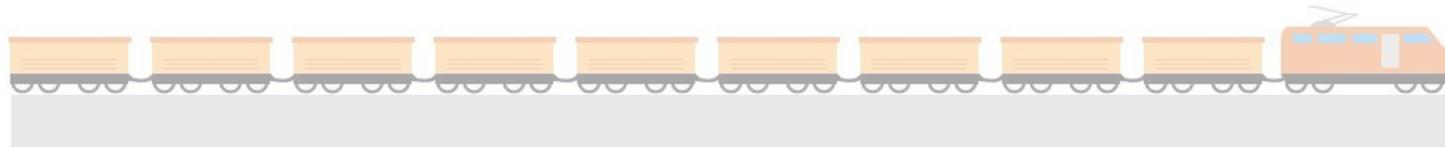


2023: 26.32 mio

*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.

OPERATIONS

Number of trains crossing a border along the RFC*



2023:		43,170
2022:		46,375
2021:		46,743

*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

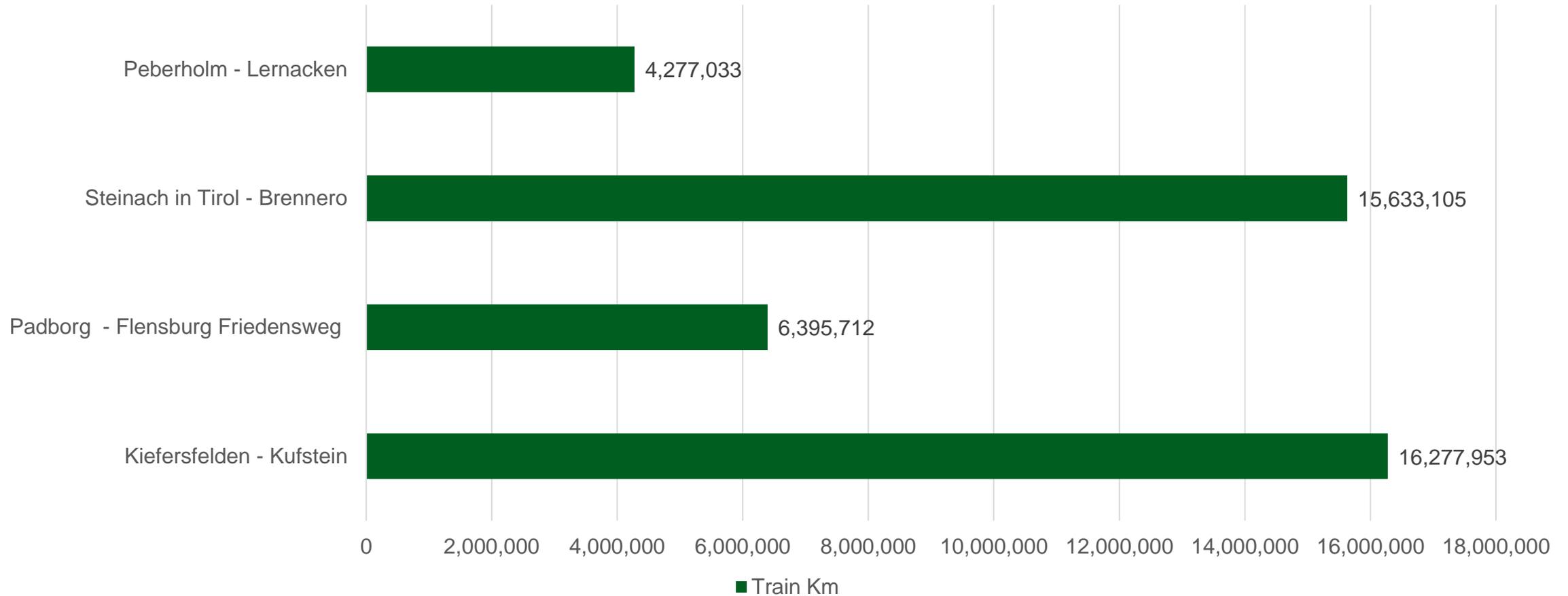
Dwell times in border sections (planned and clean/real) 2023

Border		Avg. planned dwell (min.)	Avg. clean/real (min.)
Kiefersfelden	Kufstein	31	30
Padborg	Flensburg Friedensweg	-	-
Steinach in Tirol	Brennero	51	64
Peberholm	Lernacken	0	0
Kornsjø	Mon	1	0

*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 2023



*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

Number of trains per border*

	2021	2022	2023
Kornsjø:	1,229	1,401	1,438
Lernacken:	6,965	7,457	6,528
Padborg/Flensburg:	9,116	9,209	9,054
Kufstein:	25,960	24,768	22,261
Brenner/Brennero:	19,866	20,458	18,551

+2.64%

Kornsjø

Lernacken

-12.45%

-1.68%

Padborg/Flensburg

Kufstein

-10.12%

-9.32%

Brenner/Brennero

*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.

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](#)'.