



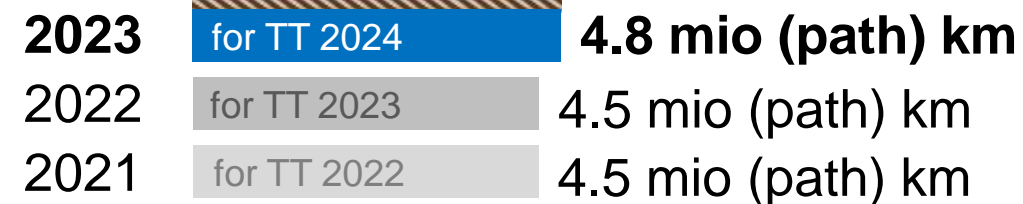
**Commonly applicable RFC KPIs**  
**RFC Atlantic**  
**May 2023**

# 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.*

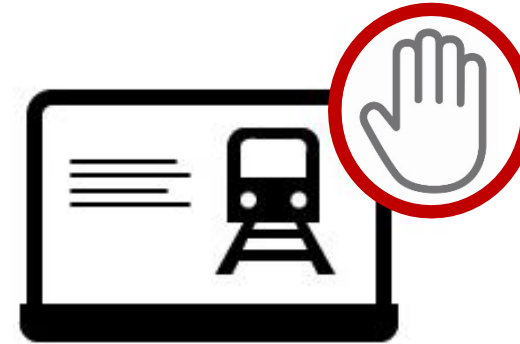
# CAPACITY MANAGEMENT

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



<b>2023</b>	for TT 2024	<b>40</b>
2022	for TT 2023	36
2021	for TT 2022	35

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



<b>2023</b>	<b>0</b>	for TT 2024
2022	0	for TT 2023
2021	0	for TT 2022

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# CAPACITY MANAGEMENT

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



<b>2023</b>	for TT 2024	<b>4.8 mio (path) km</b>
2022	for TT 2023	4.5 mio (path) km
2021	for TT 2022	4.5 mio (path) km

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

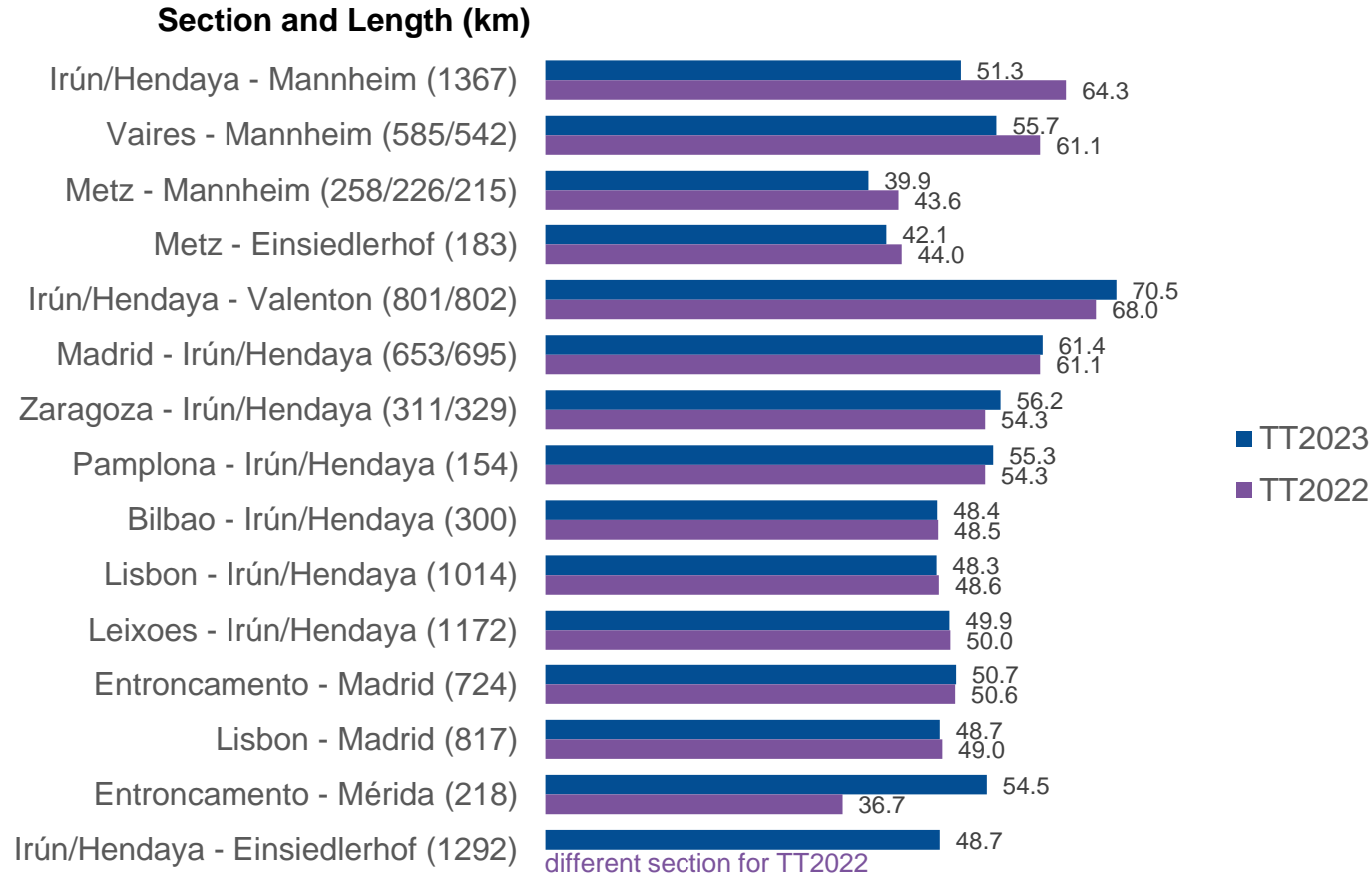
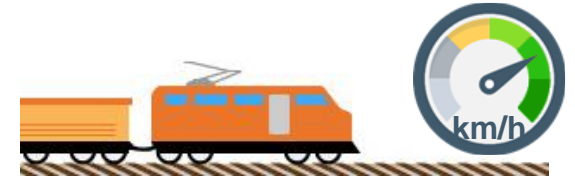


<b>2023</b>	for TT 2024	<b>56.7%</b>
2022	for TT 2023	55.5%
2021	for TT 2022	52.7%

*\*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.*

# 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 2023</b>		<b>1.5 mio (path) km</b>
TT 2022		1.1 mio (path) km
TT 2021		0.6 mio (path) km

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# CAPACITY MANAGEMENT

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



<b>TT 2022</b>	<b>0</b>
TT 2021	0
TT 2020	0

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



<b>TT 2022</b>	<b>0 (path) km</b>
TT 2021	0 (path) km
TT 2020	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.*

# OPERATIONS

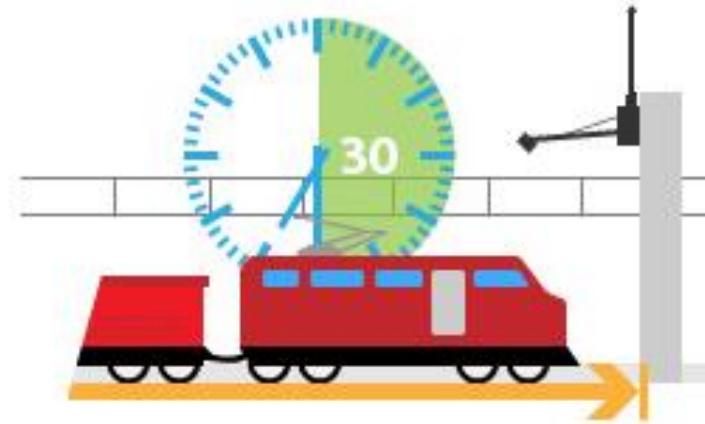
## Punctuality at origin (RFC entry)



(delay ≤ 30 minutes)



## Punctuality at destination (RFC exit)



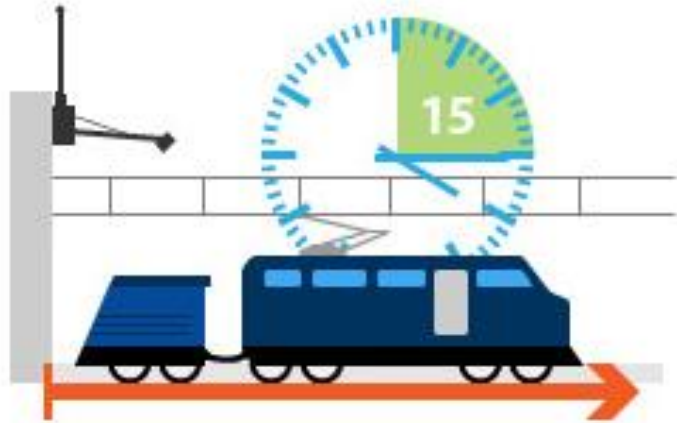
(delay ≤ 30 minutes)





# OPERATIONS

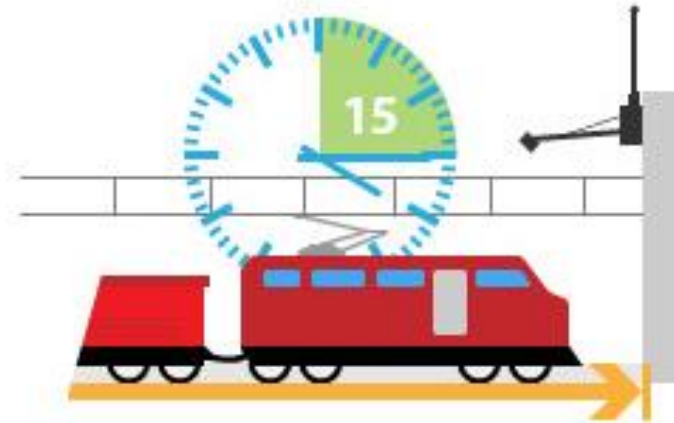
## Punctuality at origin (RFC entry)



(delay  $\leq$  15 minutes)



## Punctuality at destination (RFC exit)

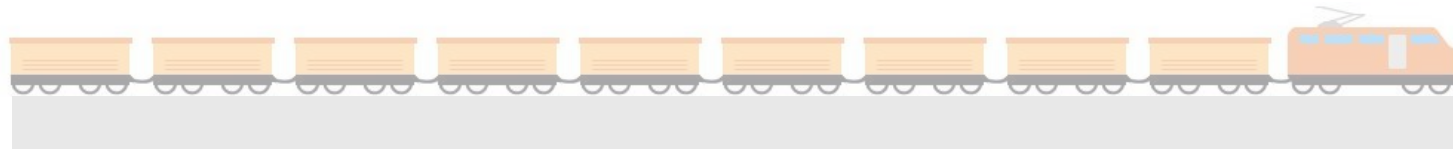


(delay  $\leq$  15 minutes)



# OPERATIONS

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

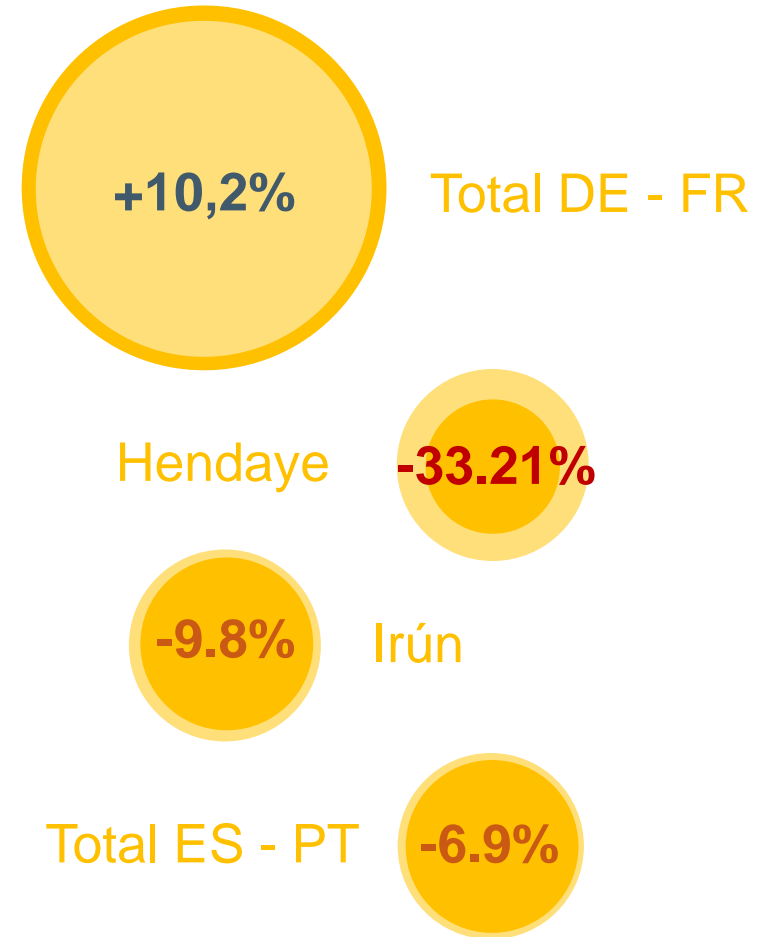


\*The calculation of this KPI is based on data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation.

# MARKET DEVELOPMENT

## Number of trains per border\*

	2019	2020	2021
Total DE - FR:	8,993	8,857	<b>9,759</b>
Hendaye:	2,432	2,713	<b>1,812</b>
Irún:	2,810	2,732	<b>2,465</b>
Total ES - PT:	2,939	2,652	<b>2,468</b>



\*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.

# MARKET DEVELOPMENT

## Relation between the 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
EU00012	France	Germany	Forbach	Saarbrücken	N/A	N/A	N/A
EU00119	France	Spain	Hendaye	Irún	N/A	N/A	N/A
EU00124	Portugal	Spain	Vilar Formoso	Fuente de Oñoro	N/A	N/A	N/A
EU00125	Portugal	Spain	Elvas	Badajoz	N/A	N/A	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](#)'.