

**Commonly applicable RFC KPIs**  
**RFC Mediterranean**  
**December 2024**

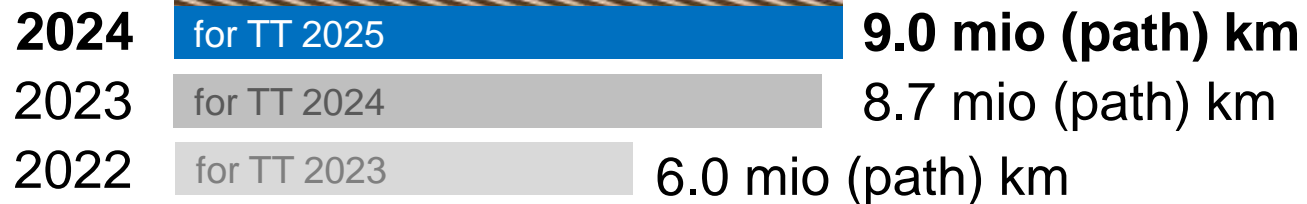


# CAPACITY MANAGEMENT

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



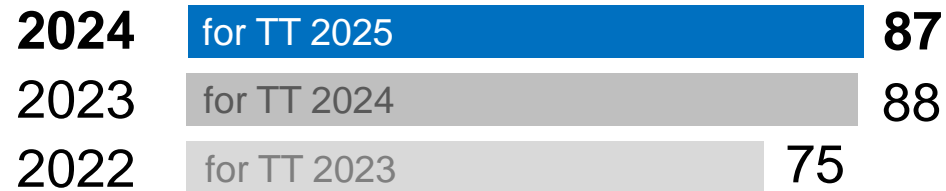
## Volume of requested capacity – PaPs (at X-8)



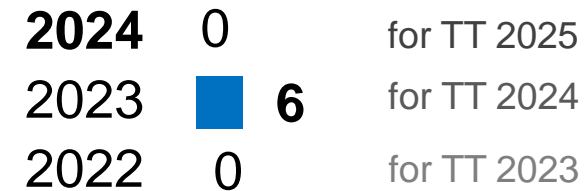
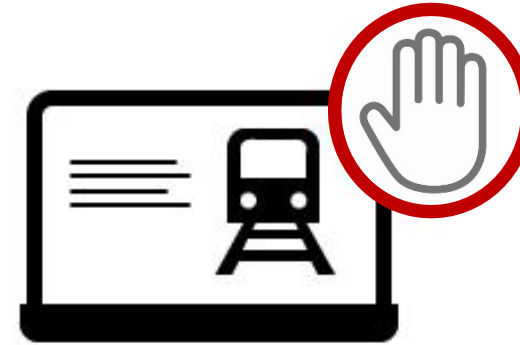
*\*The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

# 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)



<b>2024</b>	for TT 2025	<b>9.0 mio (path) km</b>
2023	for TT 2024	8.9 mio (path) km
2022	for TT 2023	5.9 mio (path) km

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

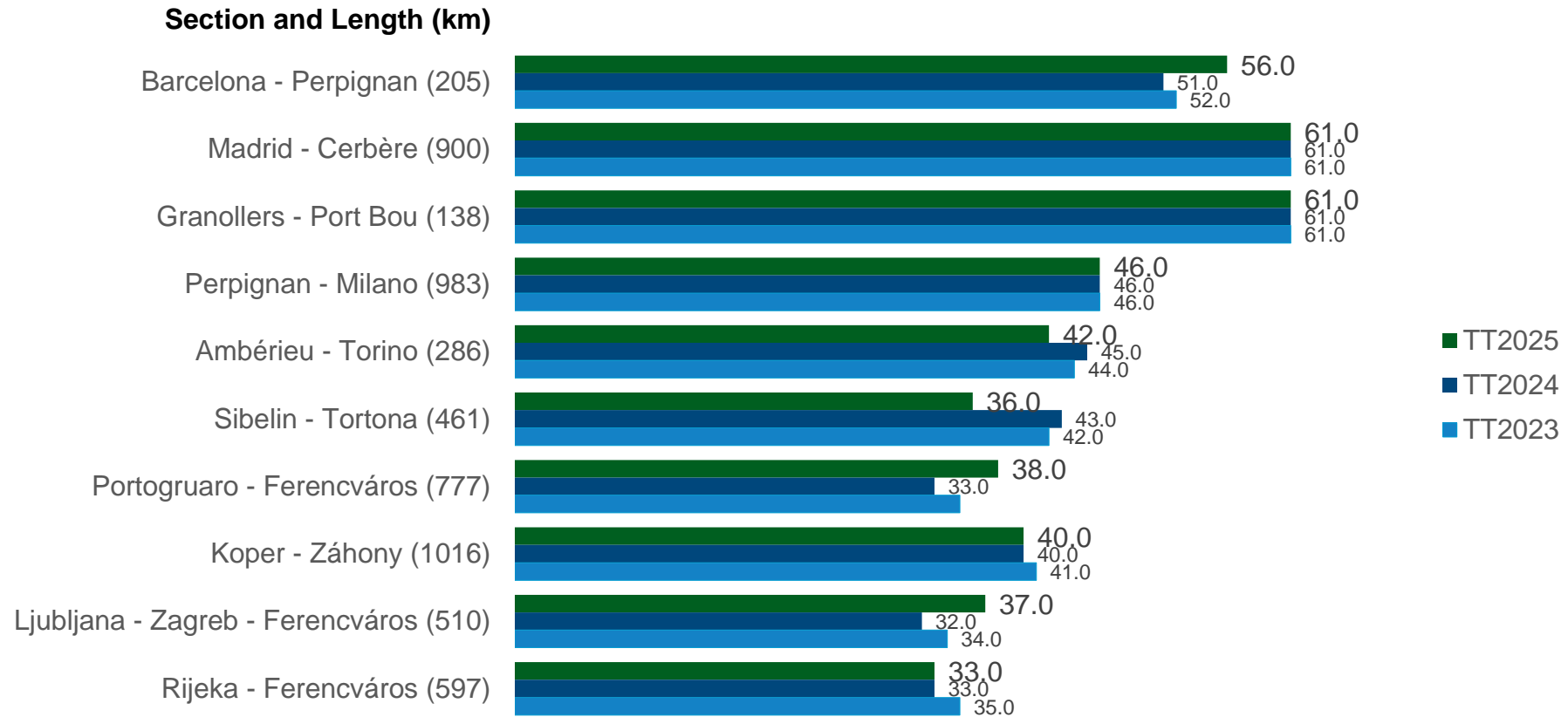
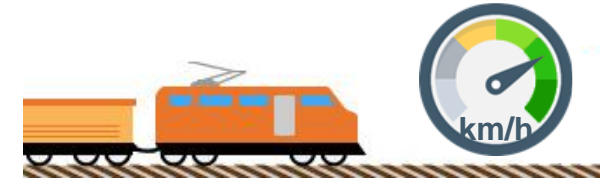


<b>2024</b>	for TT 2025	<b>47.1%</b>
2023	for TT 2024	51.6%
2022	for TT 2023	36.7%

*\*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)



TT 2025		2.23 mio (path) km
TT 2024		2.34 mio (path) km
TT 2023		2.35 mio (path) km

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# CAPACITY MANAGEMENT

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



<b>TT 2024</b>	<b>0</b>
TT 2023	0
TT 2022	■ 2

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

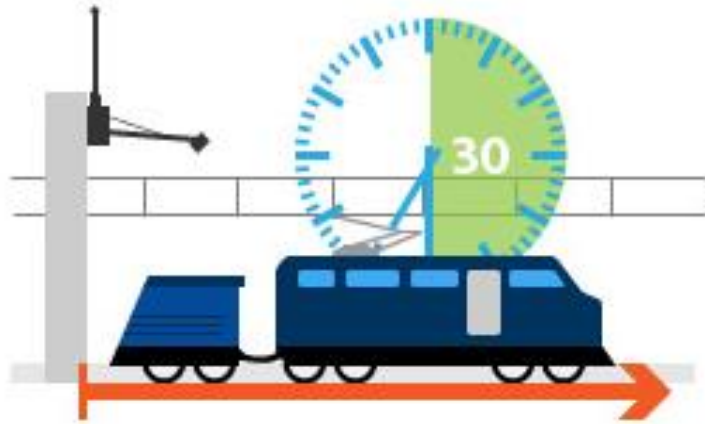


<b>TT 2024</b>	<b>0.00 (path) km</b>
TT 2023	0.00 mio (path) km
TT 2022	0.02 (path) km

*\*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

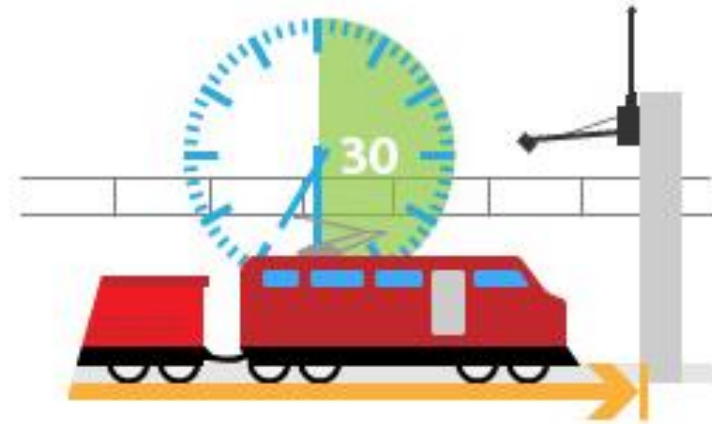
## Punctuality at origin (RFC entry)



(delay  $\leq$  30 minutes)



## Punctuality at destination (RFC exit)



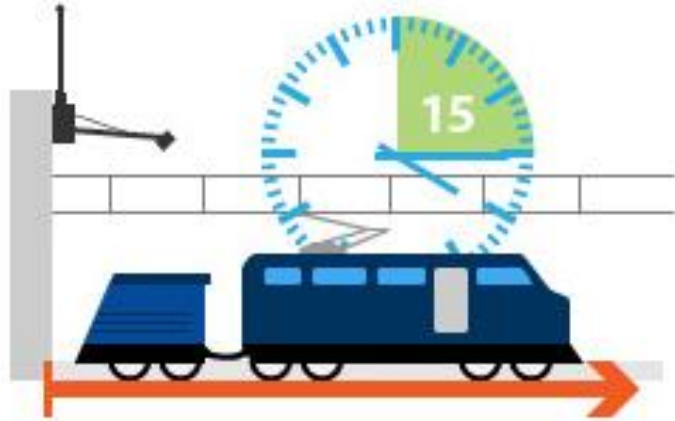
(delay  $\leq$  30 minutes)





# OPERATIONS

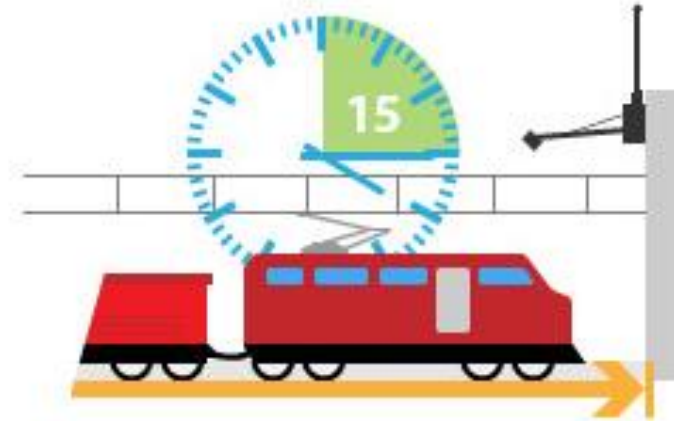
## Punctuality at origin (RFC entry)



(delay  $\leq$  15 minutes)



## Punctuality at destination (RFC exit)

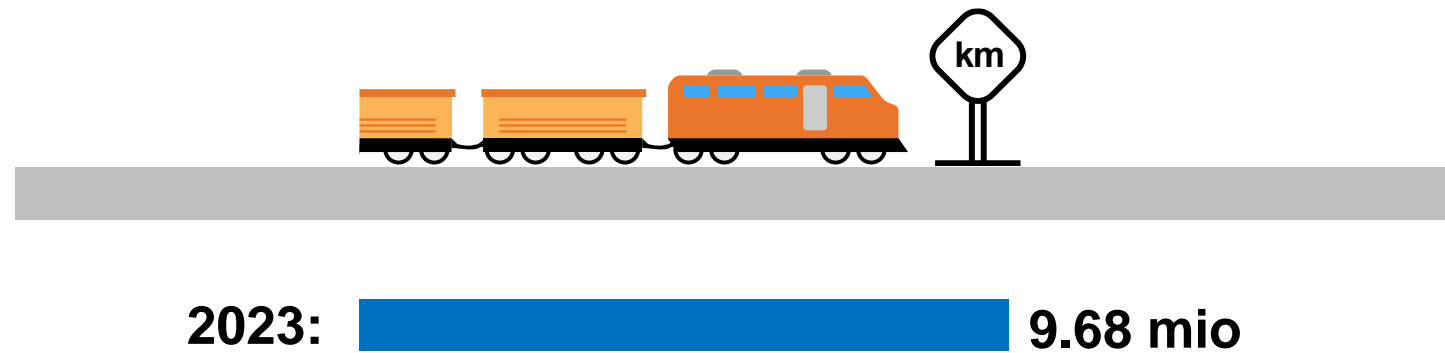


(delay  $\leq$  15 minutes)



# OPERATIONS

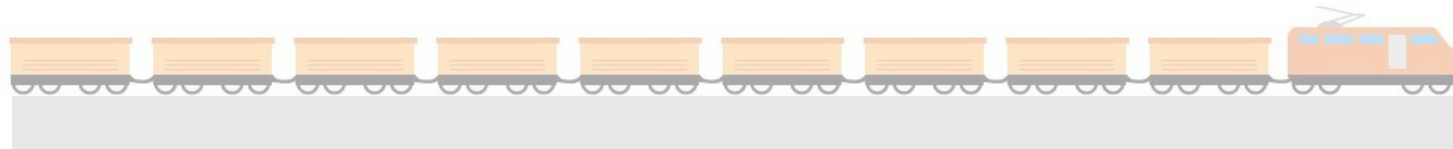
## Train Kilometers (million) of trains crossing a border along the RFC\*



\*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. 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\*



\*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 figures for 2021 were updated in April 2023. KPI values published earlier may differ. Please consider this sheet as the up-to-date version.

# OPERATIONS

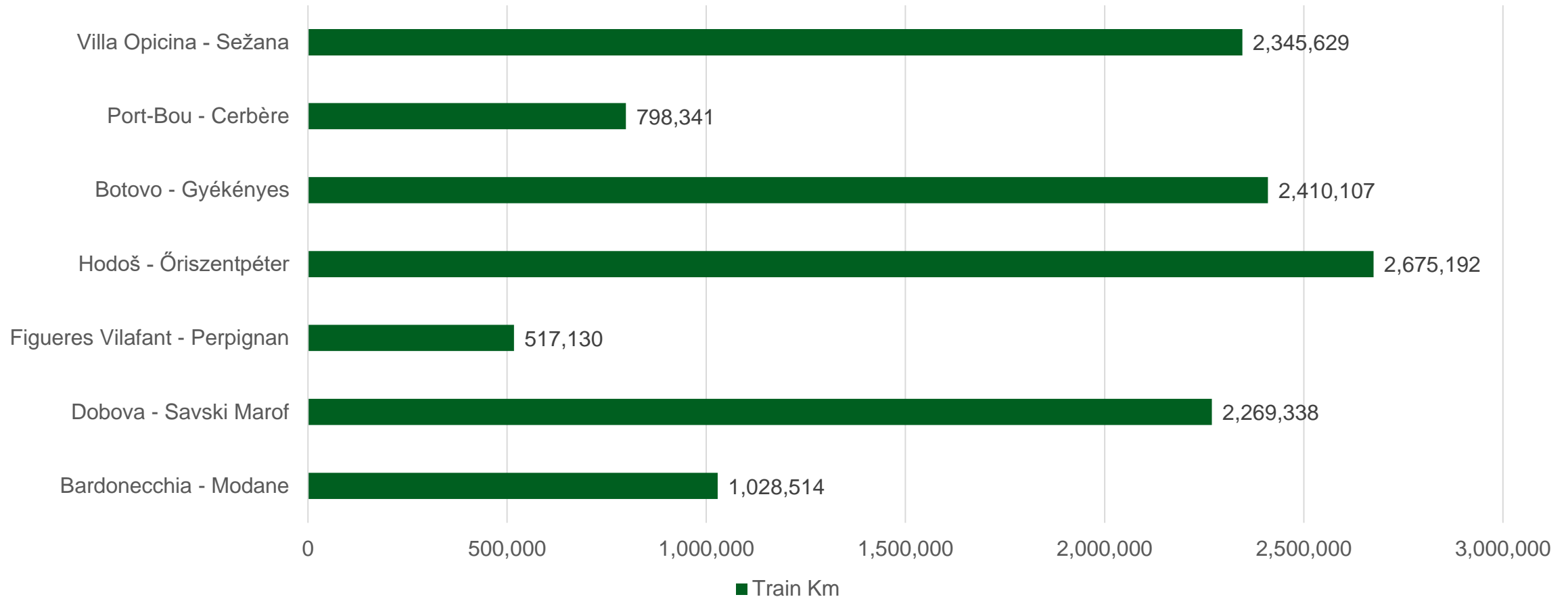
## Dwell times in border sections (planned and clean/real) 2023

Border		Avg. planned dwell (min.)	Avg. clean/real (min.)
Cerbère	PortBou	0	0
Perpignan	Figueres Vilafant	23	17
Modane	Bardonecchia	1	1
Villa Opicina	Sežana	77	127
Hodoš	Őriszentpéter	82	151
Botovo	Gyékényes	196	345
Dobova	Savski Marof	121	255

\*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

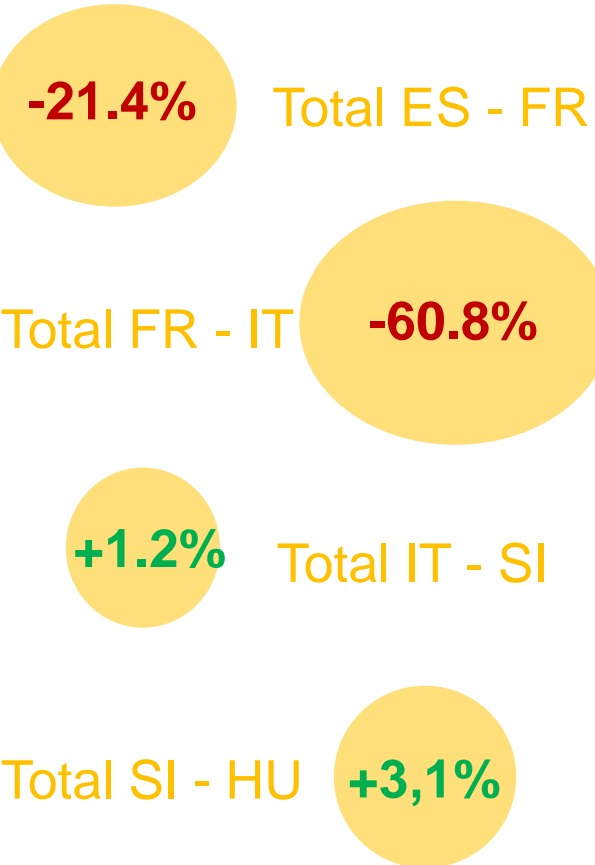


\*The calculation of this KPI is based on the data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation. The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs.

# MARKET DEVELOPMENT

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

	2021	2022	2023
Total ES - FR:	4,562	4,682	3,678
Total FR - IT:	8,271	8,546	3,352
Total IT - SI:	8,973	7,522	7,612
Total SI - HU:	6,755	6,297	6,492

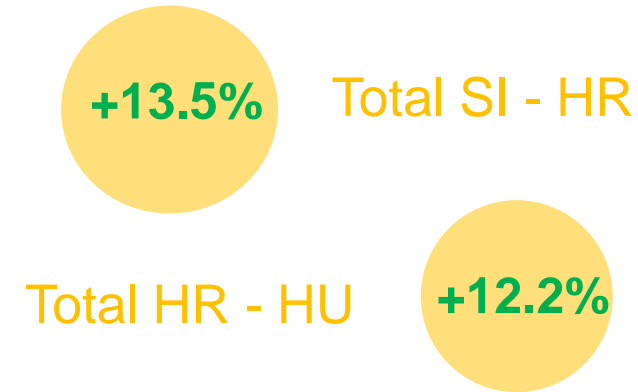


\*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

# MARKET DEVELOPMENT

## Number of trains per border - Part 2\*

	2021	2022	2023
Total SI - HR:	7,161	7,058	<b>8,009</b>
Total HR - HU:	7,091	6,008	<b>6,741</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		Allocated by C-OSS 2021	Allocated by C-OSS 2022	Allocated by C-OSS 2023
EU00120	France	Spain	Cerbère	PortBou	84.0%	87.0%	84.0%
EU00121	France	Spain	SNCF Réseau/LFP	Límite LFP/ADIF	62.0%	59.0%	77.0%
EU00127	France	Italy	Modane	Bardonecchia	72.0%	58.0%	0.0%
EU00151	Italy	Slovenia	Villa Opicina	Sežana	11.0%	13.0%	10.0%
EU00185	Slovenia	Hungary	Hodoš	Őriszentpéter	7.7%	26.0%	65.0%
EU00201	Croatia	Hungary	Botovo	Gyékényes	18.0%	13.0%	10.0%
EU00216	Slovenia	Croatia	Dobova	Savski Marof	22.0%	15.0%	11,6%

\*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](#)'.