



**Commonly applicable RFC KPIs**  
**RFC Mediterranean**  
**May 2023**

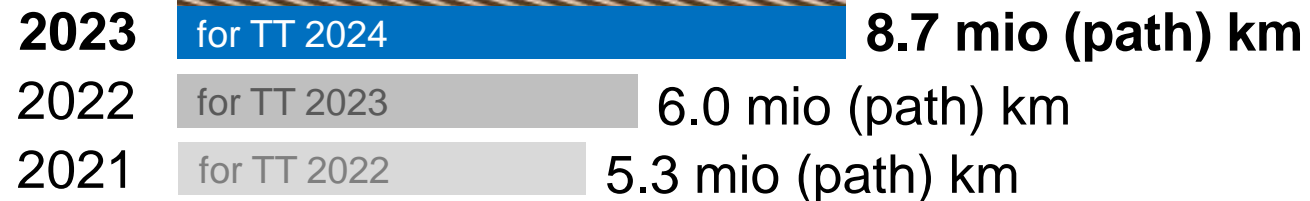


# CAPACITY MANAGEMENT

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



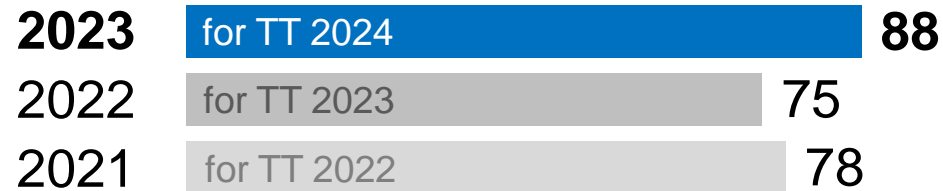
## Volume of requested capacity – PaPs (at X-8)



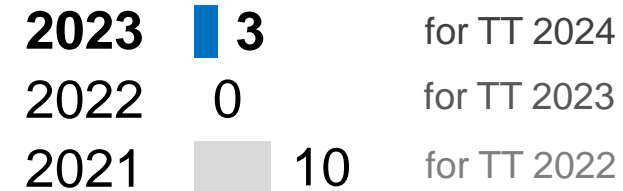
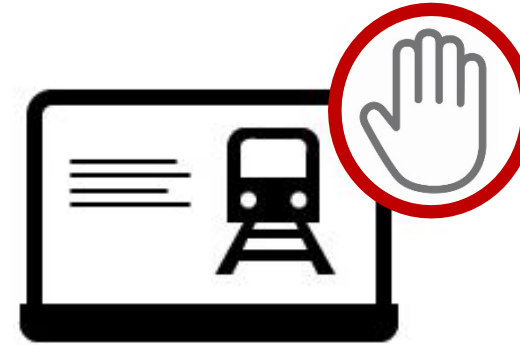
*\*The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

# CAPACITY MANAGEMENT

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



**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)



|             |             |                          |
|-------------|-------------|--------------------------|
| <b>2023</b> | for TT 2024 | <b>8.5 mio (path) km</b> |
| 2022        | for TT 2023 | 5.9 mio (path) km        |
| 2021        | for TT 2022 | 5.2 mio (path) km        |

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

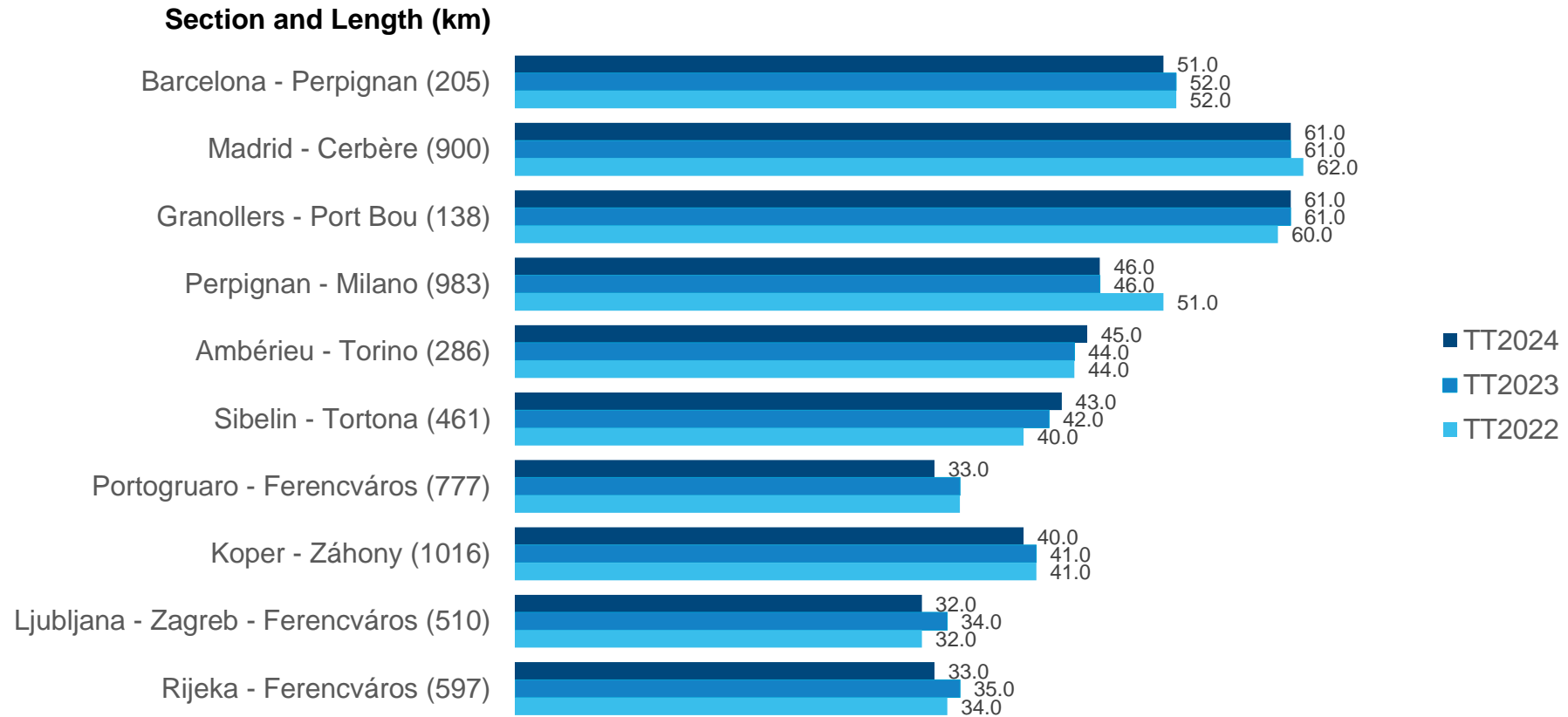
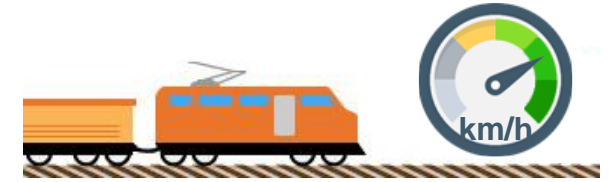


|             |             |              |
|-------------|-------------|--------------|
| <b>2023</b> | for TT 2024 | <b>51.6%</b> |
| 2022        | for TT 2023 | 36.7%        |
| 2021        | for TT 2022 | 37.3%        |

*\*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)



|                |  |                          |
|----------------|--|--------------------------|
| <b>TT 2023</b> |   | <b>2.4 mio (path) km</b> |
| TT 2022        |   | 1.4 mio (path) km        |
| TT 2021        |  | 2.2 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 –  
Reserve Capacity (at X+12)**  
(number of PCS dossiers)



|         |   |   |
|---------|---|---|
| TT 2022 | ■ | 2 |
| TT 2021 |   | 0 |
| TT 2020 |   | 0 |

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

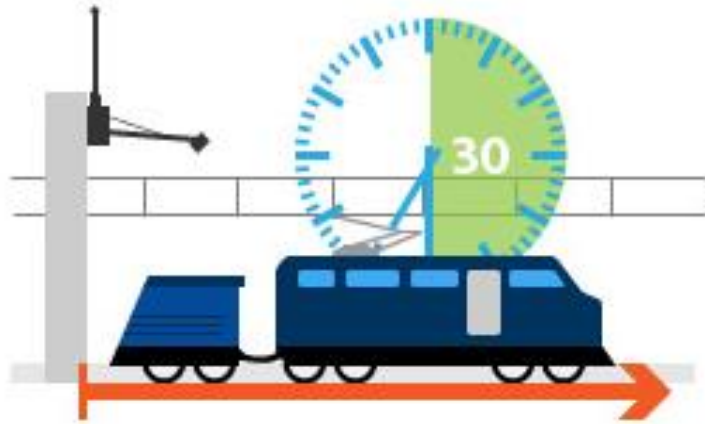


|         |  |                    |
|---------|--|--------------------|
| TT 2022 |  | 0.02 mio (path) km |
| TT 2021 |  | 0 (path) km        |
| TT 2020 |  | 0 (path) km        |

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# OPERATIONS

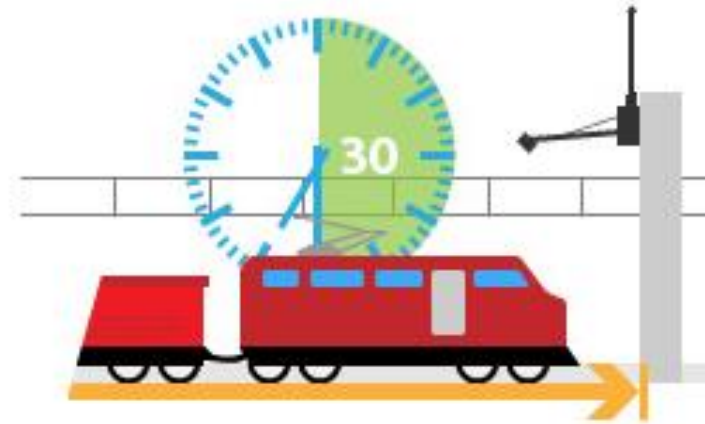
## Punctuality at origin (RFC entry)



(delay  $\leq$  30 minutes)



## Punctuality at destination (RFC exit)



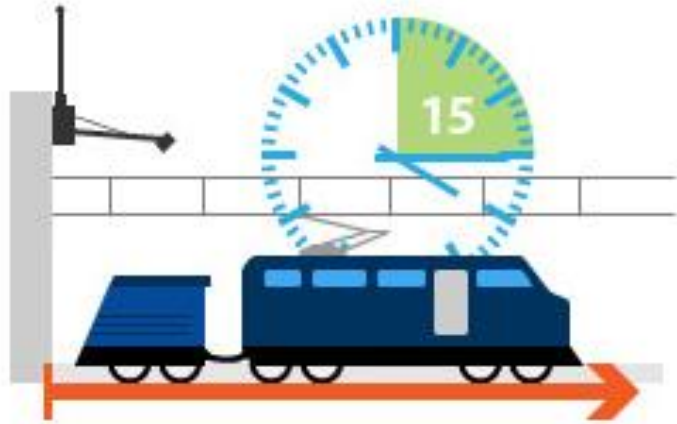
(delay  $\leq$  30 minutes)





# OPERATIONS

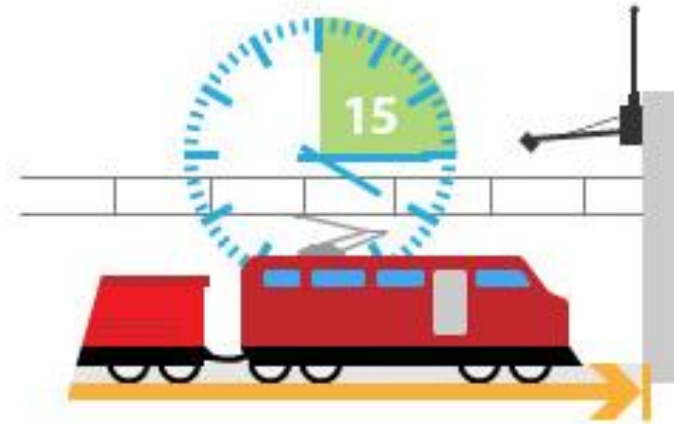
## Punctuality at origin (RFC entry)



(delay  $\leq$  15 minutes)



## Punctuality at destination (RFC exit)

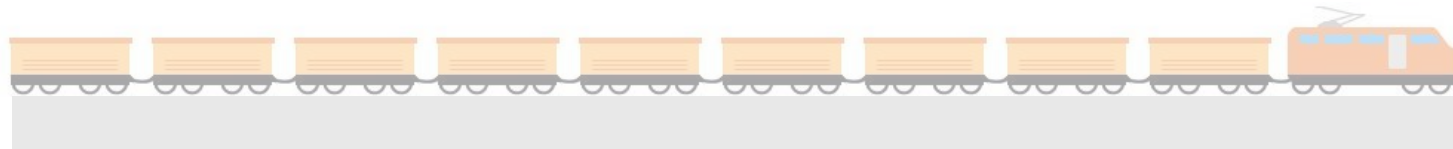


(delay  $\leq$  15 minutes)



# OPERATIONS

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

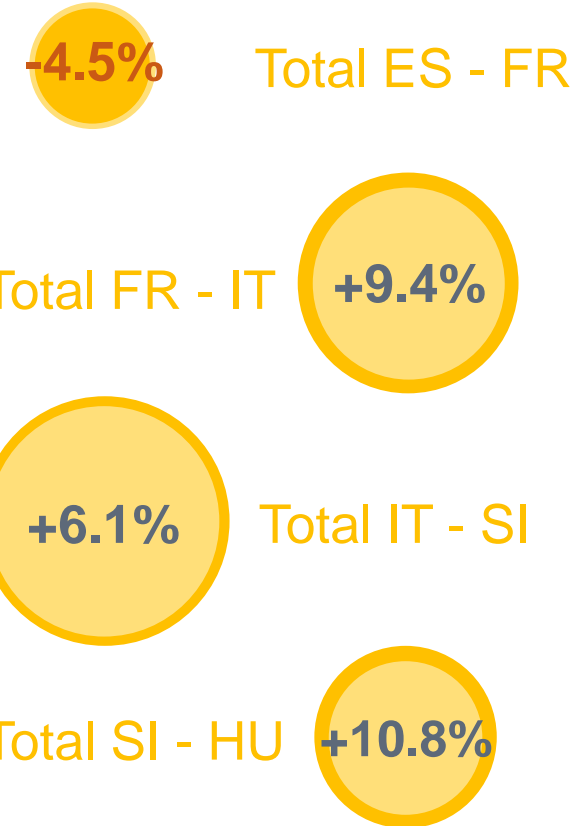


\*The calculation of this KPI is based on data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation.

# MARKET DEVELOPMENT

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

|                | 2019  | 2020  | 2021         |
|----------------|-------|-------|--------------|
| Total ES - FR: | N/A   | 4,778 | <b>4,562</b> |
| Total FR - IT: | N/A   | 7,530 | <b>8,271</b> |
| Total IT - SI: | 7,186 | 8,455 | <b>8,973</b> |
| Total SI - HU: | N/A   | 6,097 | <b>6,755</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 SI - HR: | N/A  | 7,300 | <b>7,161</b> | Total SI - HR |
| Total HR - HU: | N/A  | 8,001 | <b>7,091</b> | Total HR - HU |

\*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 |
|---------------|-----------------------|----------|----------------------------|-----------------|-------------------------|-------------------------|-------------------------|
| EU00120       | France                | Spain    | Cerbère                    | PortBou         | 56.0%                   | 66.0%                   | 84.0%                   |
| EU00121       | France                | Spain    | SNCF Réseau/LFP            | Límite LFP/ADIF | 38.0%                   | 53.0%                   | 62.0%                   |
| EU00127       | France                | Italy    | Modane                     | Bardonecchia    | 56.0%                   | 66.0%                   | 72.0%                   |
| EU00151       | Italy                 | Slovenia | Villa Opicina              | Sežana          | 9.0%                    | 10.0%                   | 11.0%                   |
| EU00185       | Slovenia              | Hungary  | Hodoš                      | Őriszentpéter   | 49.0%                   | 42.1%                   | 7.7%                    |
| EU00201       | Croatia               | Hungary  | Botovo                     | Gyékényes       | 11.0%                   | 13.0%                   | 18.0%                   |
| EU00216       | Slovenia              | Croatia  | Dobova                     | Savski Marof    | 6.0%                    | 25.0%                   | 22.0%                   |

\*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.

# 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](#)'.