

**Commonly applicable RFC KPIs**  
**RFC North Sea-Baltic**  
**June 2020**

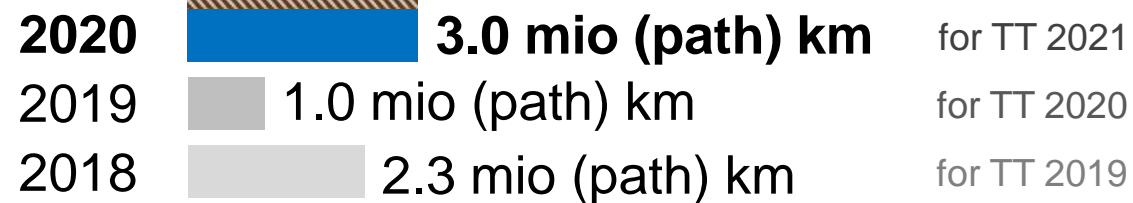


# CAPACITY MANAGEMENT

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

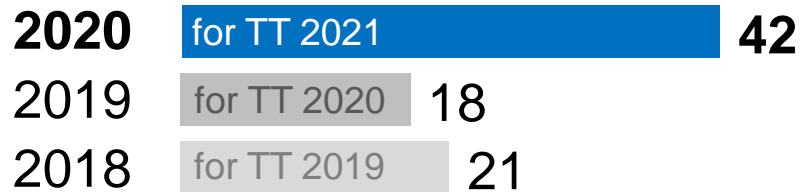


## Volume of requested capacity – PaPs (at X-8)

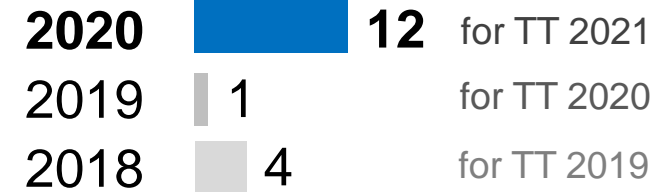
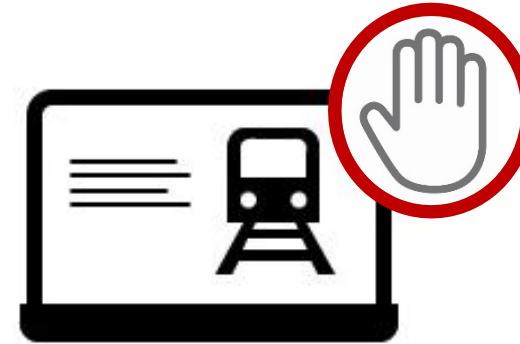


# CAPACITY MANAGEMENT

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






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



# CAPACITY MANAGEMENT

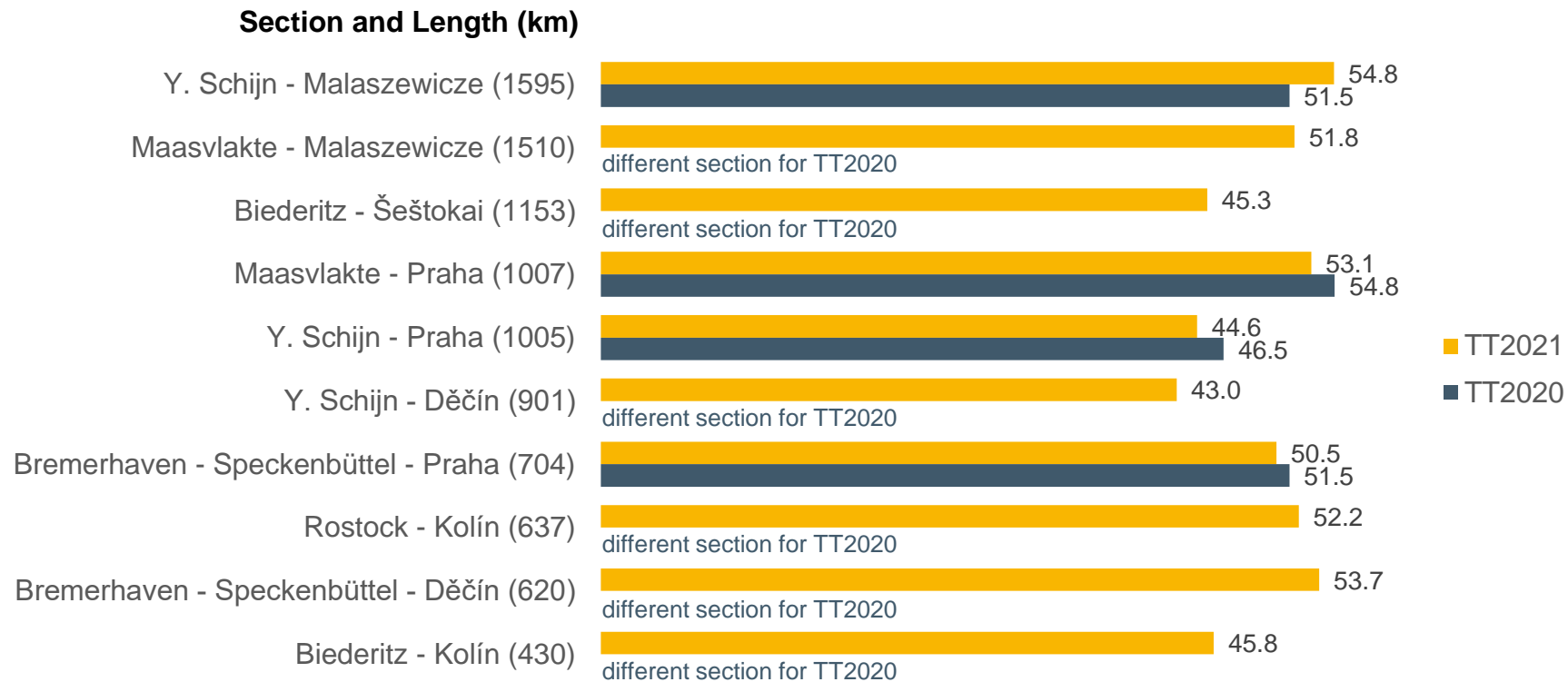
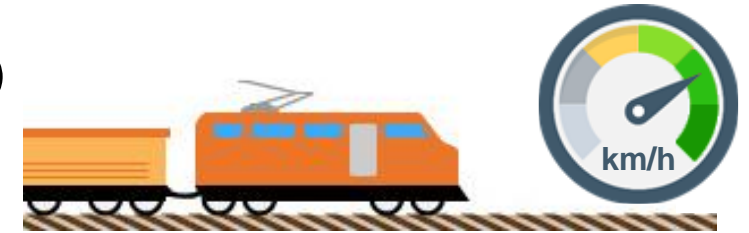
## Volume of pre-booked capacity – PaPs (at X-7.5)



<b>2020</b>		<b>1.8 mio (path) km</b>	for TT 2021
2019		1.0 mio (path) km	for TT 2020
2018		1.9 mio (path) km	for TT 2019

# 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 2020		3.9 mio (path) km
TT 2019		4.0 mio (path) km
TT 2018		3.8 mio (path) km

# CAPACITY MANAGEMENT

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



<b>TT 2019</b>	<b>1</b>
TT 2018	0
TT 2017	0

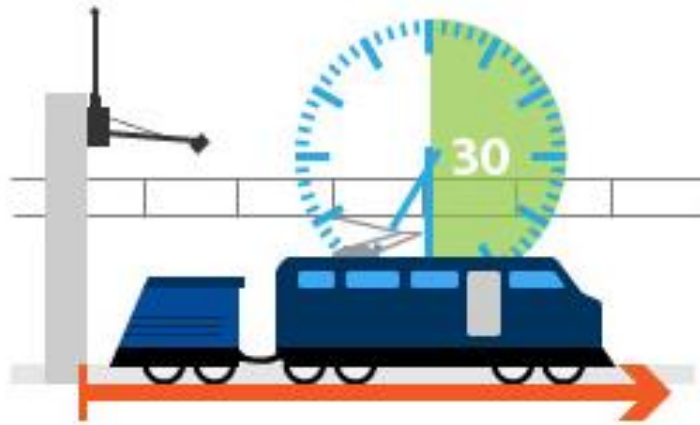
**Volume of requested capacity –  
Reserve Capacity (at X+12)**



<b>TT 2019</b>	<b>0.1 mio (path) km</b>
TT 2018	0.0 (path) km
TT 2017	0.0 (path) km

# OPERATIONS

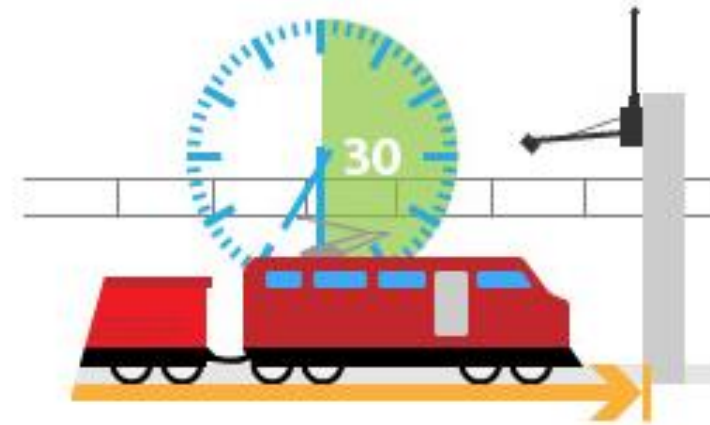
## Punctuality at origin (RFC entry)



(delay ≤ 30 minutes)



## Punctuality at destination (RFC exit)



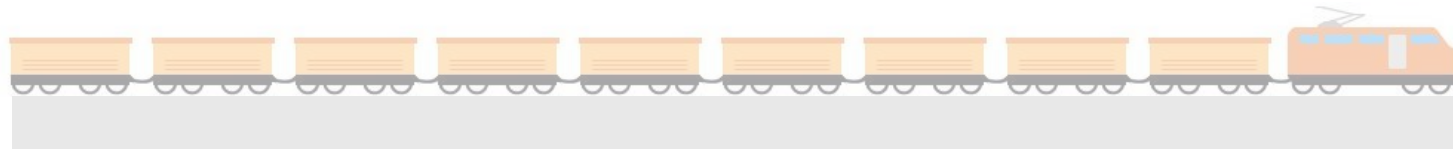
(delay ≤ 30 minutes)





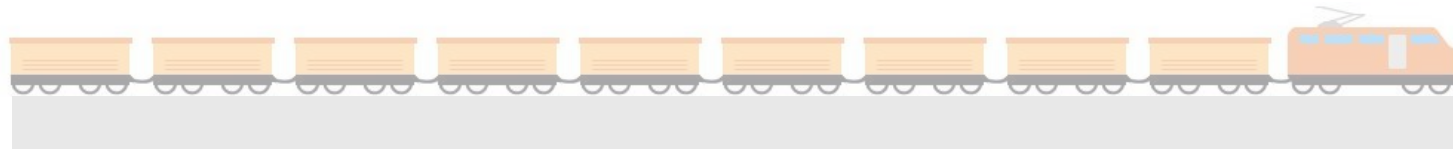
# OPERATIONS

## Overall number of trains on 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.

## Overall number of trains per border\*



**for RFC internal use only**

\*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 2018	Allocated by C-OSS 2019
EU00002	Netherlands	Germany	Oldenzaal	Bad Bentheim	8.5%	6.8%
EU00004	Netherlands	Germany	Zevenaar Oost	Emmerich	3.7%	12.0%
EU00007	Belgium	Germany	Montzen	Aachen West	1.5%	19.1%
EU00043	Germany	Czechia	Bad Schandau	Děčín	5.0%	0.5%
EU00050	Germany	Poland	Horka	Węgliniec	0.0%	0.0%
EU00053	Germany	Poland	Frankfurt (Oder)	Rzepin	18.2%	10.1%
EU00090	Netherlands	Belgium	Roosendaal	Essen	12.9%	10.8%
EU00142	Poland	Lithuania	Trakiszki	Mockava	0.0%	23.2%

\*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. The KPI is applicable as of 2018.

# Disclaimer

- » Please refer to the annual reports of the RFC 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'](#).