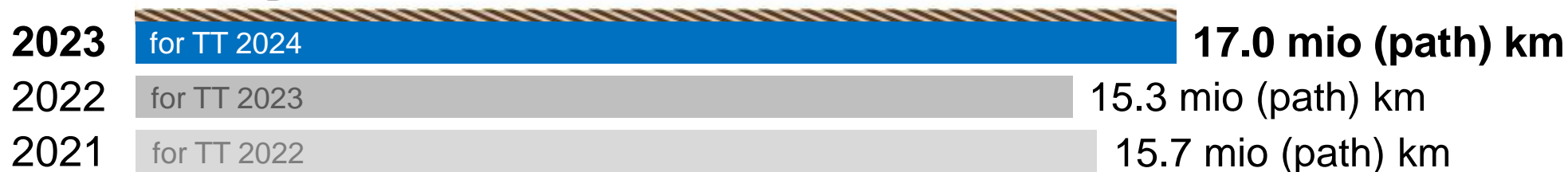




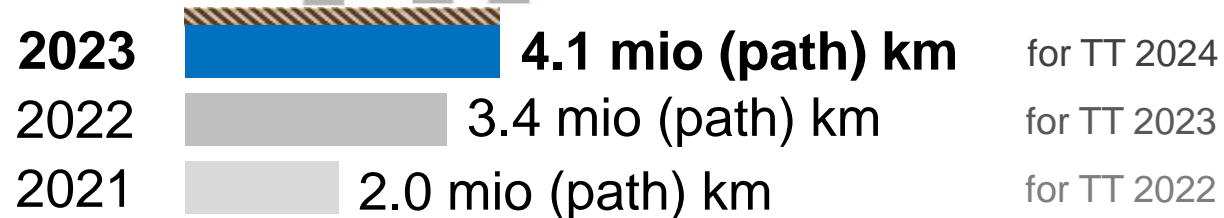
**Commonly applicable RFC KPIs**  
**RFC North Sea-Baltic**  
**June 2023**

# CAPACITY MANAGEMENT

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



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



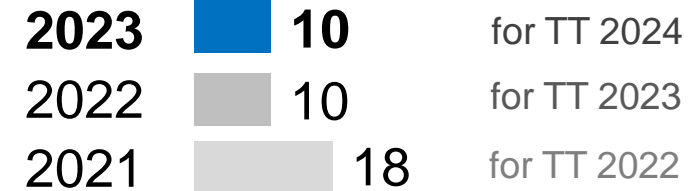
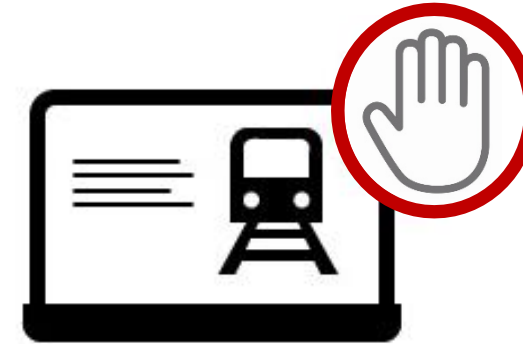
*\*The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

# CAPACITY MANAGEMENT

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



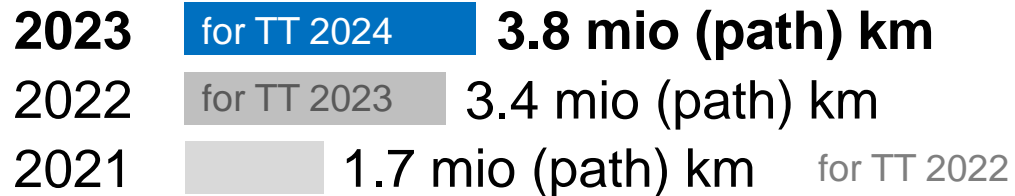
**Number of conflicts – PaPs (at X-8)**  
(number of conflicting PCS dossiers)



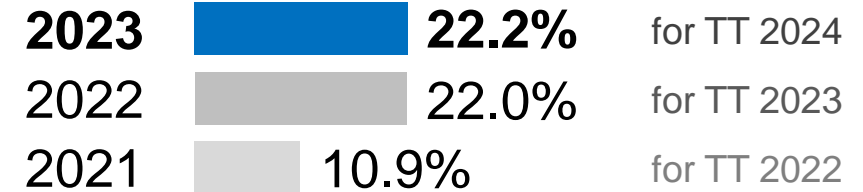
*\*The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

# CAPACITY MANAGEMENT

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



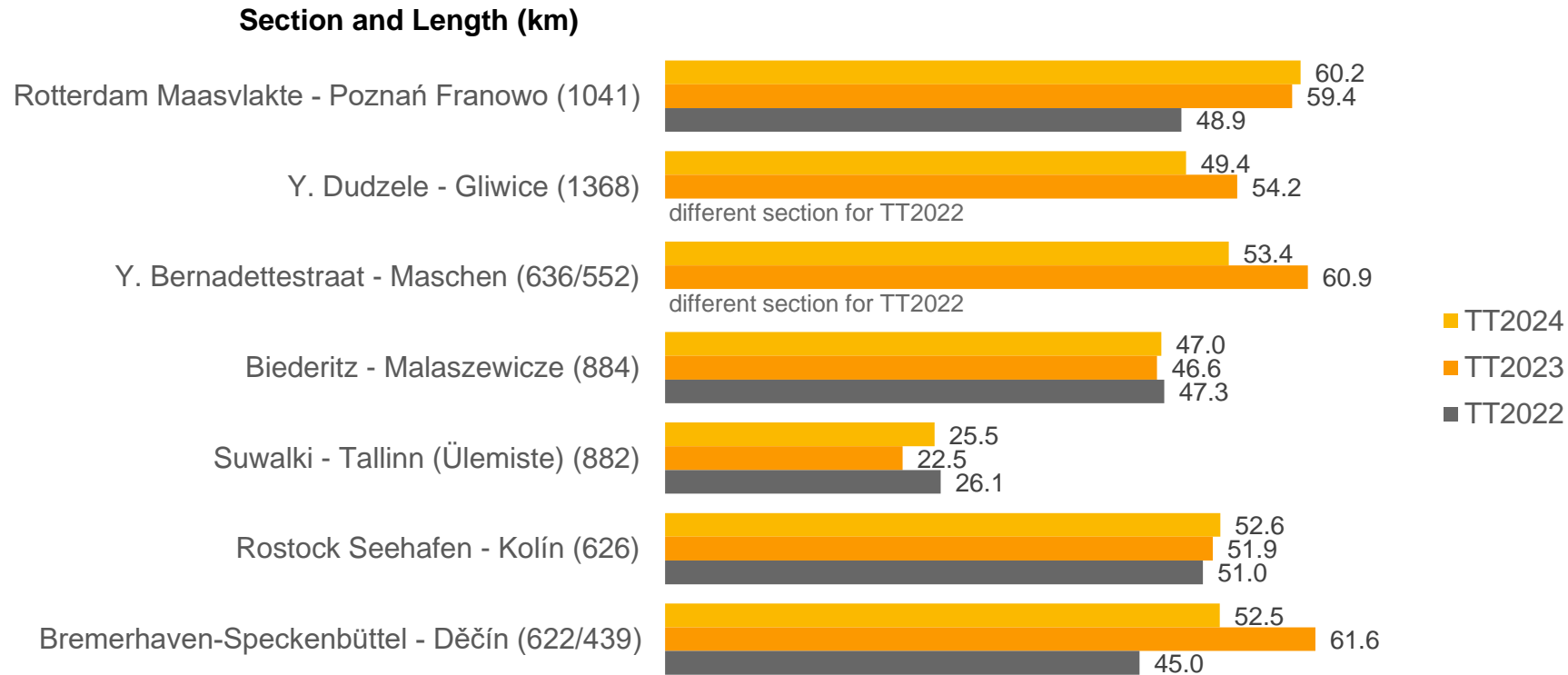
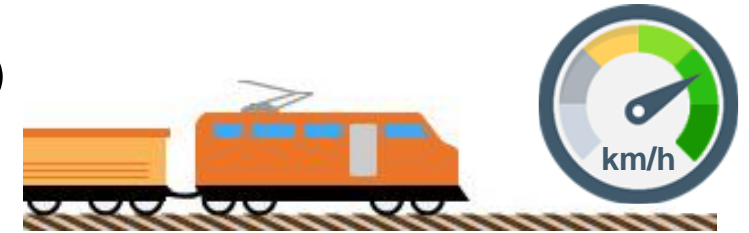
## Ratio of pre-booked capacity (to the volume of capacity offered at x-11)



*\*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)



*\*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)



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

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

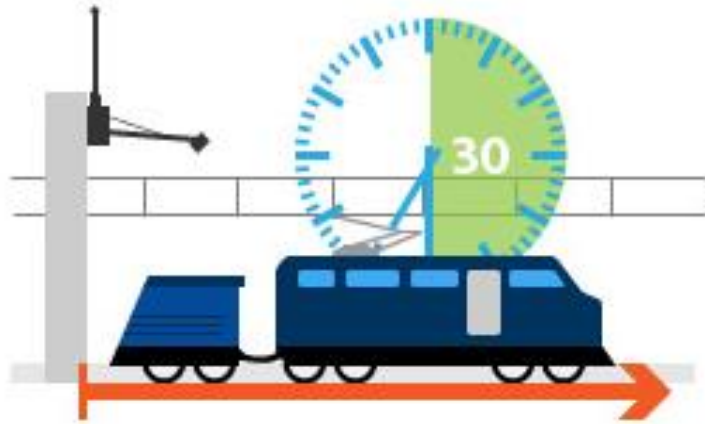


<b>TT 2022</b>	<b>0 (path) km</b>
TT 2021	0 (path) km
TT 2020	0 (path) km

*\*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

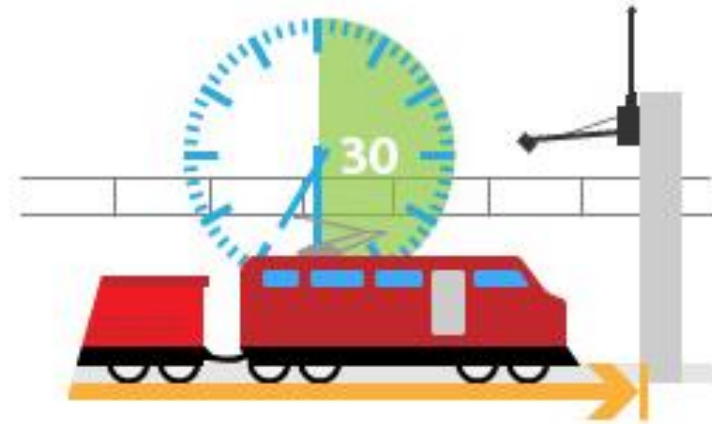
## Punctuality at origin (RFC entry)



(delay ≤ 30 minutes)



## Punctuality at destination (RFC exit)



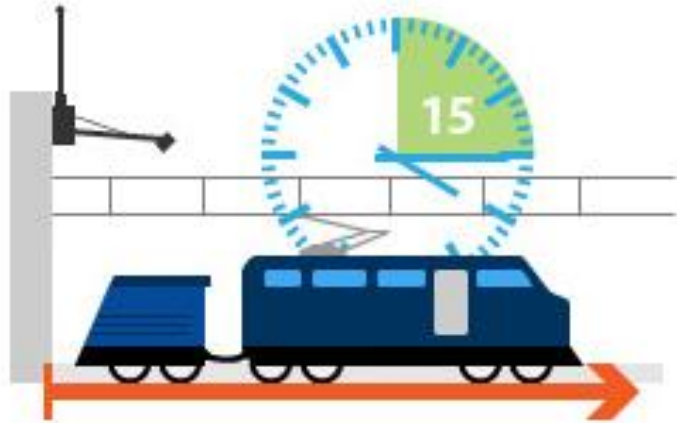
(delay ≤ 30 minutes)





# OPERATIONS

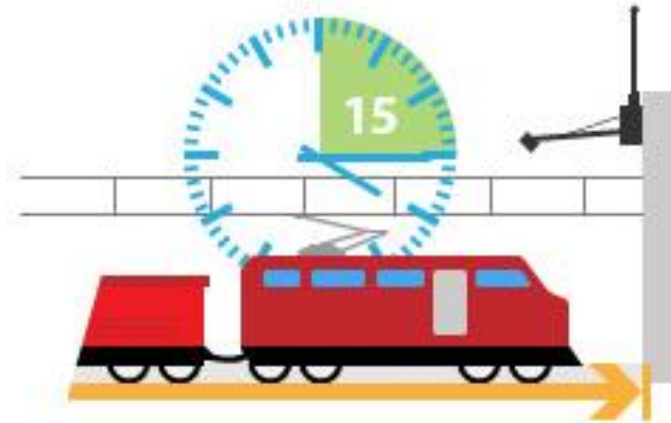
## Punctuality at origin (RFC entry)



(delay  $\leq$  15 minutes)

2022:  41.0%  
2021:  45.0%

## Punctuality at destination (RFC exit)

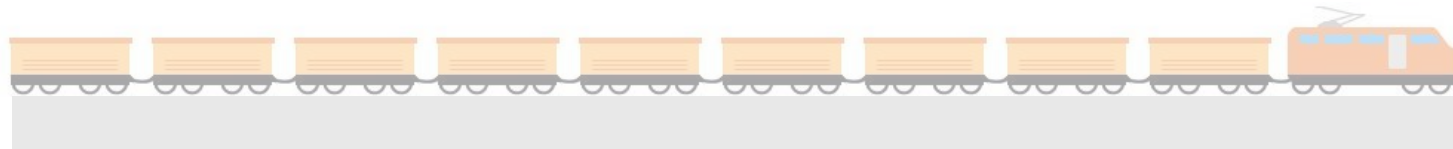


(delay  $\leq$  15 minutes)

2022:  31.0%  
2021:  36.0%

# OPERATIONS

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

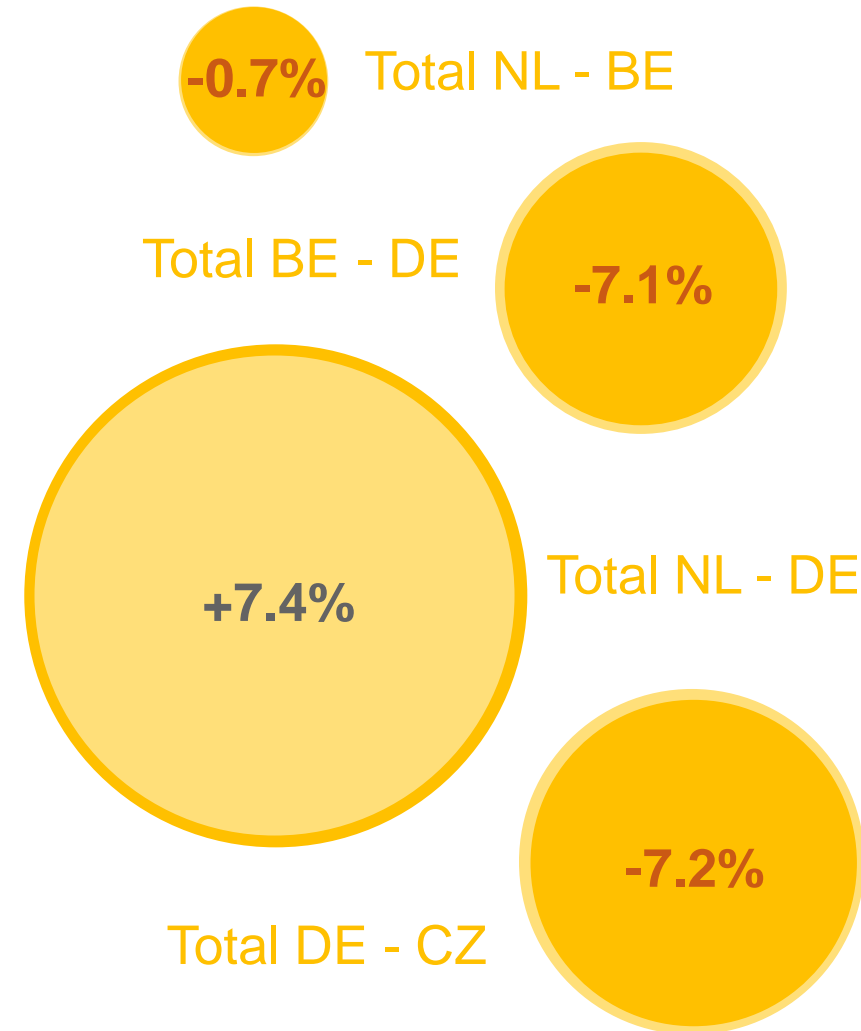


\*The calculation of this KPI is based on data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation.

# MARKET DEVELOPMENT

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

	2020	2021	2022
Total NL - BE:	9,400	8,523	<b>8,465</b>
Total BE - DE:	19,694	23,446	<b>21,777</b>
Total NL - DE:	43,546	46,175	<b>49,572</b>
Total DE - CZ:	30,408	28,737	<b>26,675</b>

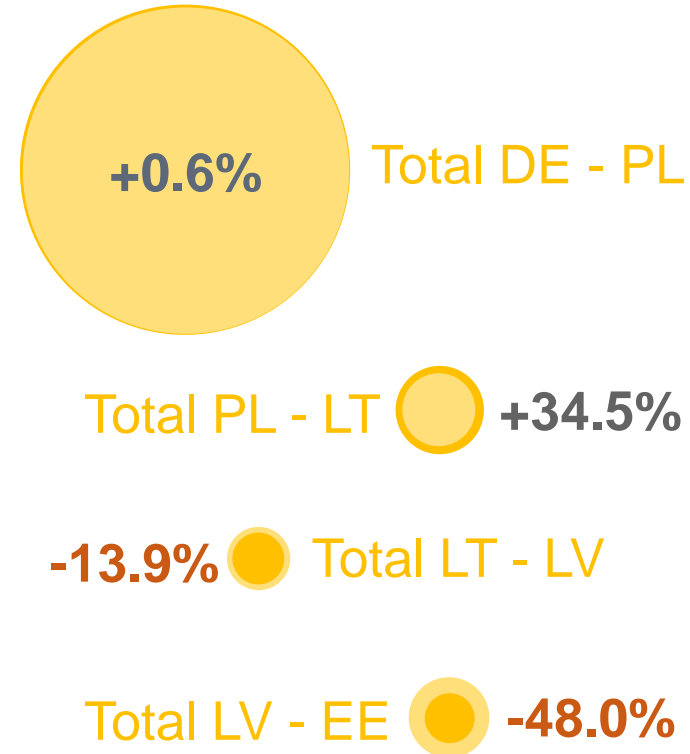


\*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

# MARKET DEVELOPMENT

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

	2020	2021	2022
Total DE - PL:	23,052	27,355	<b>27,528</b>
Total PL - LT:	768	1,239	<b>1,666</b>
Total LT - LV:	N/A	1,035	<b>891</b>
Total LV - EE:	N/A	1,597	<b>830</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 2020	Allocated by C-OSS 2021	Allocated by C-OSS 2022
EU00002	Netherlands	Germany	Oldenzaal	Bad Bentheim	12.9%	11.0%	21.0%
EU00004	Netherlands	Germany	Zevenaar Oost	Emmerich	10.1%	8.5%	11.0%
EU00007	Belgium	Germany	Montzen	Aachen West	13.2%	4.8%	15.7%
EU00043	Germany	Czechia	Bad Schandau	Děčín	8.1%	7.2%	12.1%
EU00050	Germany	Poland	Horka	Węgliniec	2.8%	9.0%	5.0%
EU00053	Germany	Poland	Frankfurt (Oder)	Rzepin	22.5%	6.0%	3.0%
EU00090	Netherlands	Belgium	Roosendaal	Essen	27.0%	35.0%	28.0%
EU00142	Poland	Lithuania	Trakiszki	Mockava	33.3%	50.0%	0.0%
EU00145	Lithuania	Latvia	Joniškis	Meitene	N/A	0.0%	0.0%
EU00205	Latvia	Estonia	Lugaži	Valga	N/A	0.0%	0.0%

\*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](#)'.
- » The figures on KPIs for Operations do not reflect the traffic on the RFC North Sea-Baltic as a whole. This is due to the fact, that the Railway Infrastructure Managers of Baltic States are not yet using TIS (as of 2022).
- » Figures for the border-crossing Venlo – Kaldenkirchen (which is not along the routes of RFC North Sea-Baltic) were included in the KPI Market Development 'Number of trains per border' for the border pair 'DE-NL' as this is an important border-crossing used for re-routing of trains due to works at border-crossing Zevenaar – Emmerich.