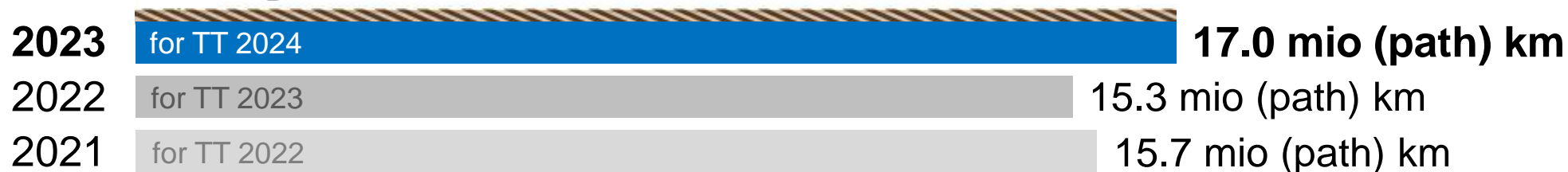


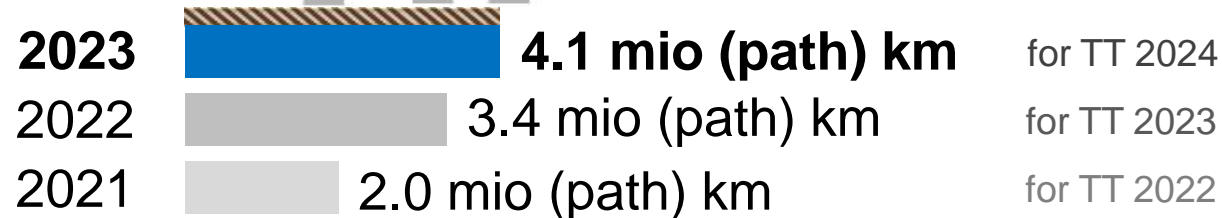
Commonly applicable RFC KPIs
RFC North Sea-Baltic
May 2023

CAPACITY MANAGEMENT

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



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



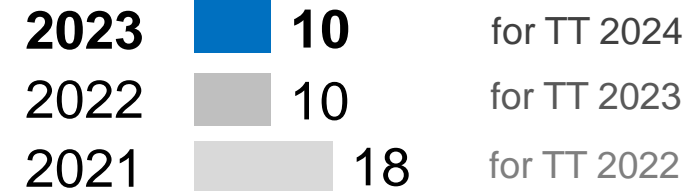
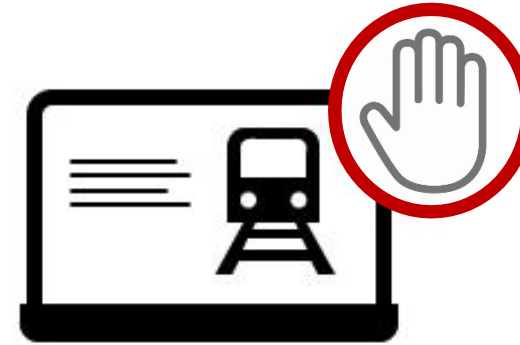
**The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

CAPACITY MANAGEMENT

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



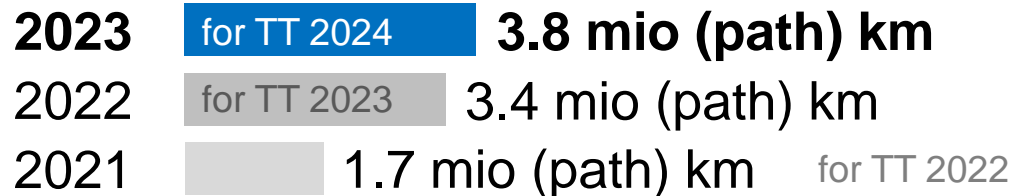
Number of conflicts – PaPs (at X-8)
(number of conflicting PCS dossiers)



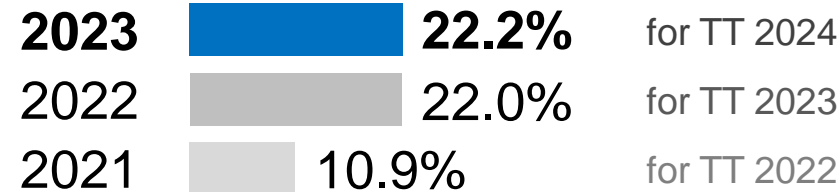
**The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

CAPACITY MANAGEMENT

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



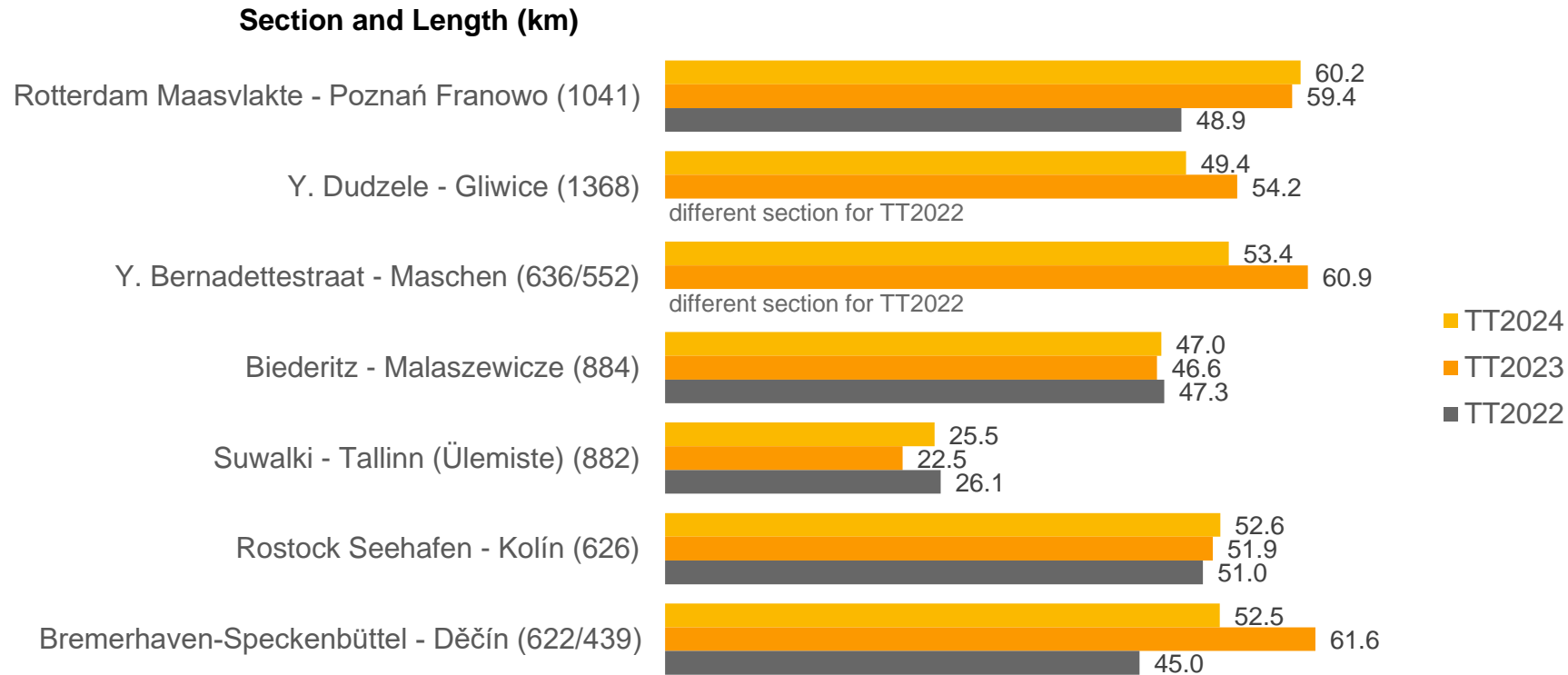
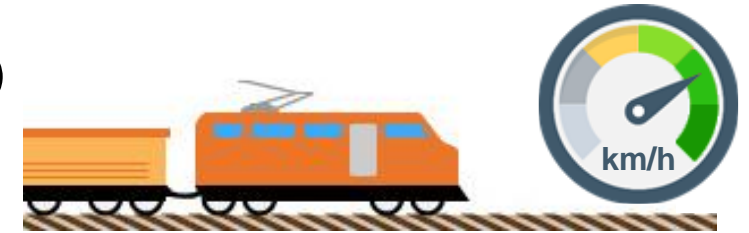
Ratio of pre-booked capacity (to the volume of capacity offered at x-11)



**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

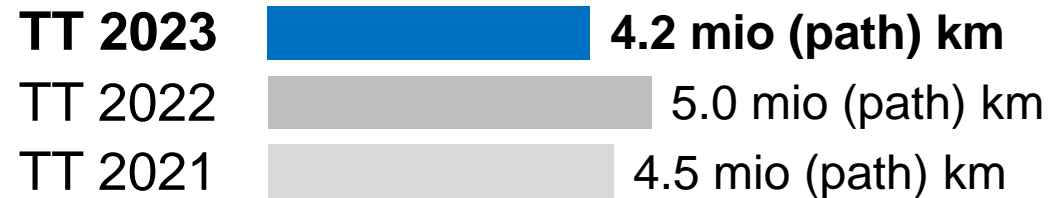
Average planned speed of PaPs (calculation per O/D pairs, km/h)



**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)



TT 2022	0
TT 2021	0
TT 2020	0

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

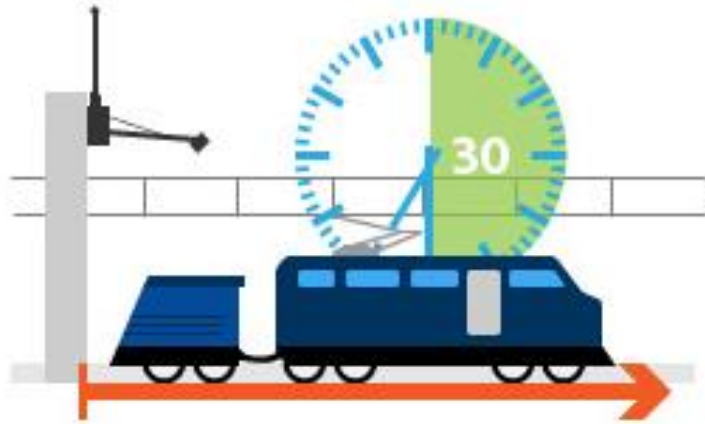


TT 2022	0 (path) km
TT 2021	0 (path) km
TT 2020	0 (path) km

**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

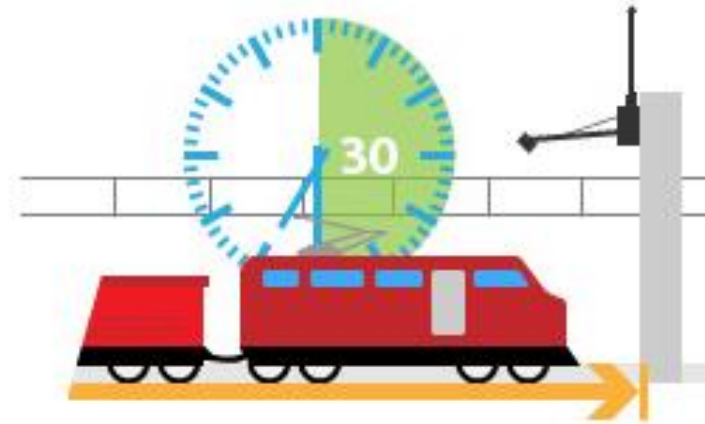
Punctuality at origin (RFC entry)



(delay ≤ 30 minutes)



Punctuality at destination (RFC exit)

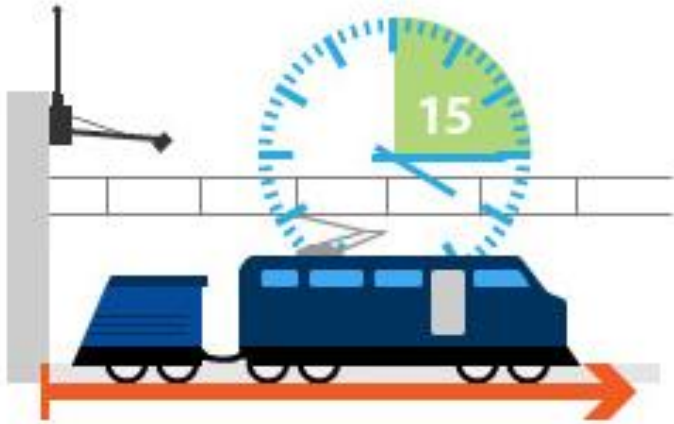


(delay ≤ 30 minutes)



OPERATIONS

Punctuality at origin (RFC entry)

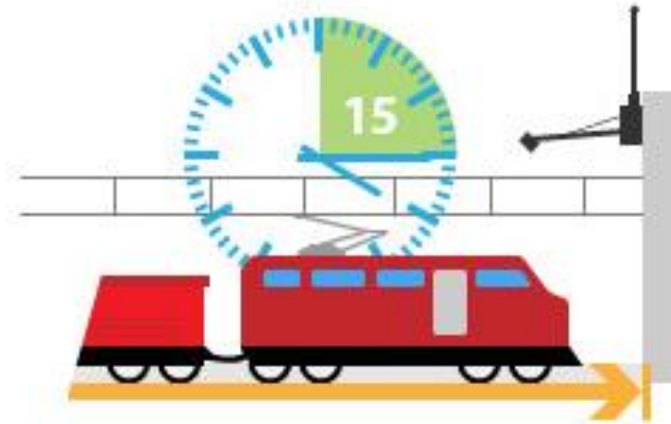


(delay \leq 15 minutes)

2022:  41.0%

2021:  45.0%

Punctuality at destination (RFC exit)



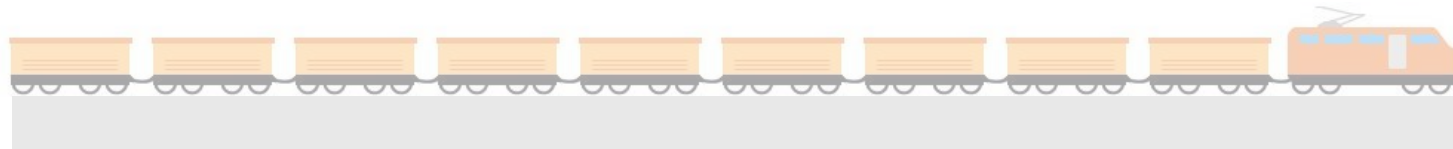
(delay \leq 15 minutes)

2022:  31.0%

2021:  36.0%

OPERATIONS

Number of trains crossing a border along the RFC*

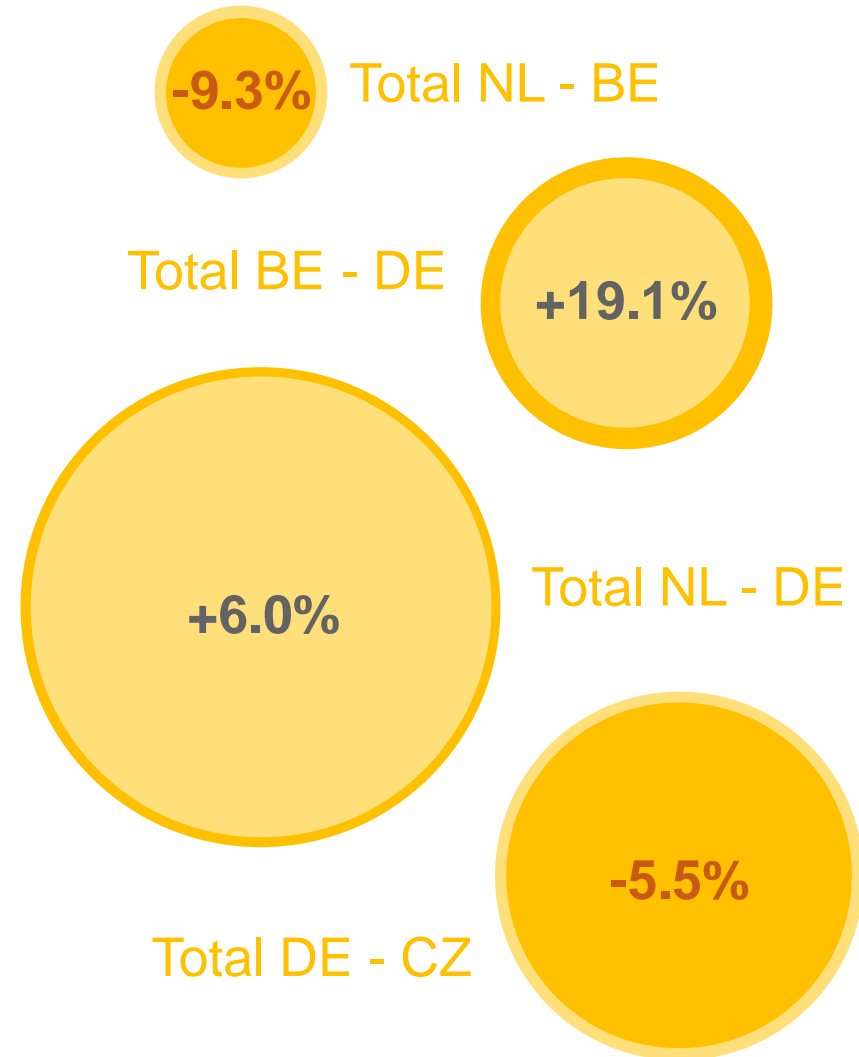


*The calculation of this KPI is based on data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation.

MARKET DEVELOPMENT

Number of trains per border - Part 1*

	2019	2020	2021
Total NL - BE:	8,875	9,400	8,523
Total BE - DE:	23,268	19,694	23,446
Total NL - DE:	45,115	43,546	46,175
Total DE - CZ:	31,268	30,408	28,737

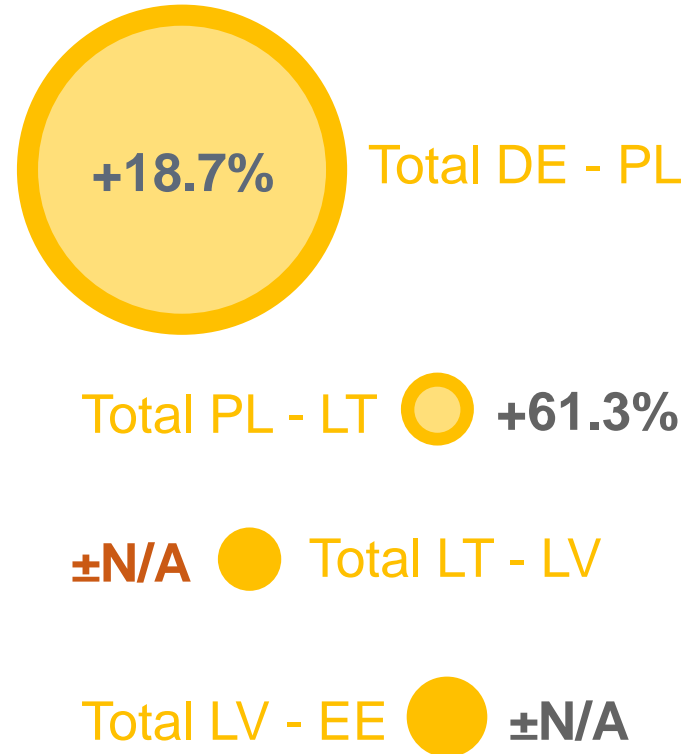


*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

MARKET DEVELOPMENT

Number of trains per border - Part 2*

	2019	2020	2021
Total DE - PL:	21,006	23,052	27,355
Total PL - LT:	942	768	1,239
Total LT - LV:	N/A	N/A	1,035
Total LV - EE:	N/A	N/A	1,597



*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
EU00002	Netherlands	Germany	Oldenzaal	Bad Bentheim	6.8%	12.9%	11.0%
EU00004	Netherlands	Germany	Zevenaar Oost	Emmerich	12.0%	10.1%	8.5%
EU00007	Belgium	Germany	Montzen	Aachen West	19.1%	13.2%	4.8%
EU00043	Germany	Czechia	Bad Schandau	Děčín	0.5%	8.1%	7.2%
EU00050	Germany	Poland	Horka	Węgliniec	0.0%	2.8%	9.0%
EU00053	Germany	Poland	Frankfurt (Oder)	Rzepin	10.1%	22.5%	6.0%
EU00090	Netherlands	Belgium	Roosendaal	Essen	10.8%	27.0%	35.0%
EU00142	Poland	Lithuania	Trakiszki	Mockava	23.2%	33.3%	50.0%
EU00145	Lithuania	Latvia	Joniškis	Meitene	N/A	N/A	0.0%
EU00205	Latvia	Estonia	Lugaži	Valga	N/A	N/A	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](#)'.