Commonly applicable RFC KPIs

RFC Rhine-Danube

June 2023

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

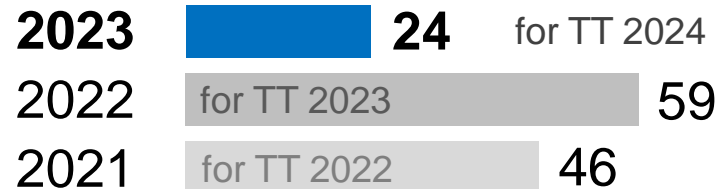|		
2023	for TT 2024	**6.5 mio (path) km**
2022	for TT 2023	8.2 mio (path) km
2021	for TT 2022	7.9 mio (path) km
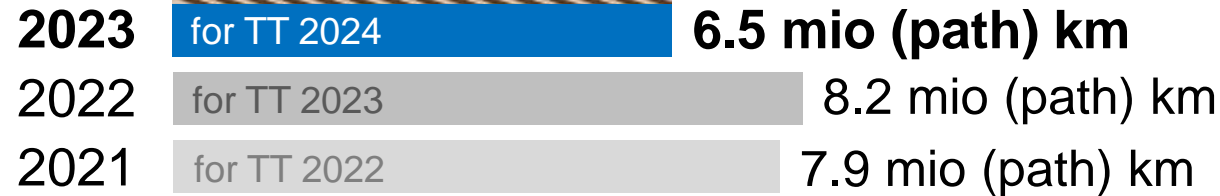
Volume of requested capacity – PaPs (at X-8)
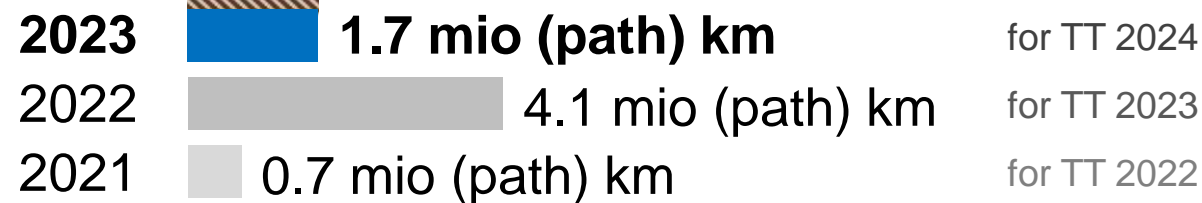
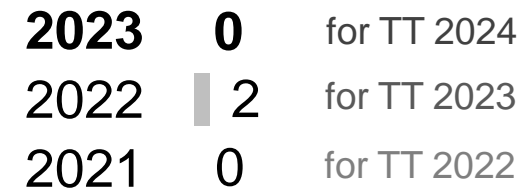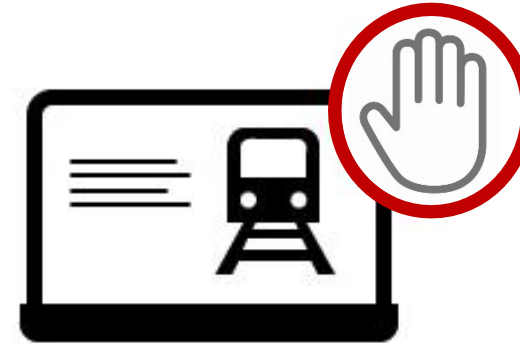|		
2023	**1.7 mio (path) km**	for TT 2024
2022	4.1 mio (path) km	for TT 2023
2021	0.7 mio (path) km	for TT 2022

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.

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

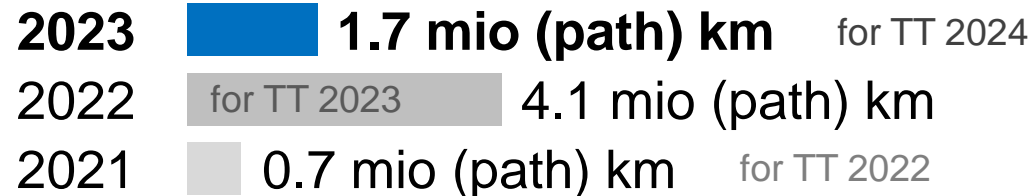**Number of conflicts – PaPs** (at X-8)
(number of conflicting PCS dossiers)

2023	**24**	for TT 2024
2022	for TT 2023 59	
2021	for TT 2022 46	

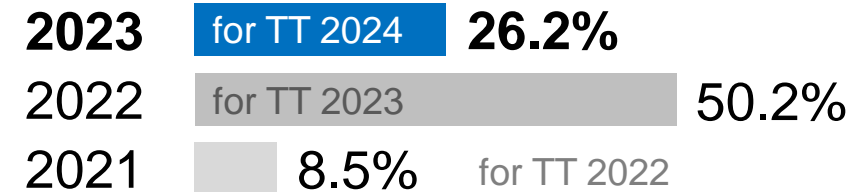|		
2023	**0**	for TT 2024
2022	2	for TT 2023
2021	0	for TT 2022

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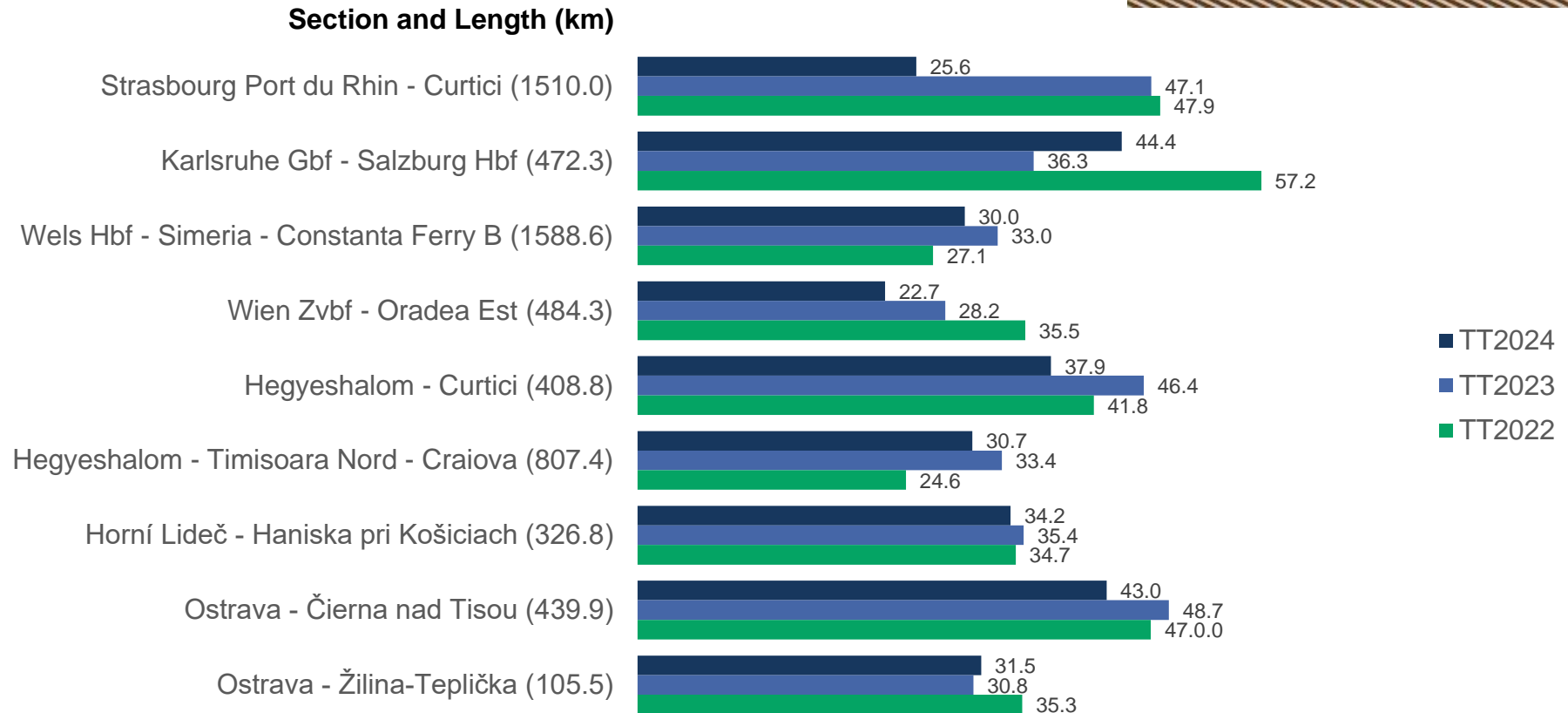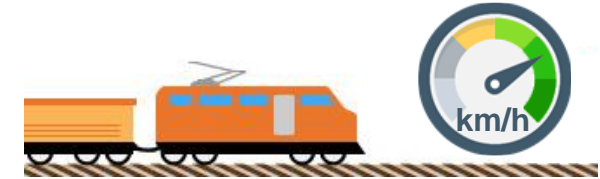
Volume of pre-booked capacity – PaPs (at X-7.5)

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

2023	**1.7 mio (path) km** for TT 2024
2022	for TT 2023 4.1 mio (path) km
2021	0.7 mio (path) km for TT 2022

2023	for TT 2024 **26.2%**
2022	for TT 2023 50.2%
2021	8.5% for TT 2022

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.

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

Section and Length (km)

Section	TT2024	TT2023	TT2022
Strasbourg Port du Rhin - Curtici (1510.0)	25.6	47.1	47.9
Karlsruhe Gbf - Salzburg Hbf (472.3)	44.4	36.3	57.2
Wels Hbf - Simeria - Constanta Ferry B (1588.6)	30.0	33.0	27.1
Wien Zvbf - Oradea Est (484.3)	22.7	28.2	35.5
Hegyeshalom - Curtici (408.8)	37.9	46.4	41.8
Hegyeshalom - Timisoara Nord - Craiova (807.4)	30.7	33.4	24.6
Horní Lideč - Haniska pri Košiciach (326.8)	34.2	35.4	34.7
Ostrava - Čierna nad Tisou (439.9)	43.0	48.7	47.0.0
Ostrava - Žilina-Teplička (105.5)	31.5	30.8	35.3

*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.

**Volume of offered capacity –
Reserve Capacity** (at X-2)

TT 2023	▰	**2.6 mio (path) km**
TT 2022	▰	2.6 mio (path) km
TT 2021	▰	2.6 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.

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

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

TT 2022   **0**

TT 2021   0

TT 2022   **0 path km**

TT 2021   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.*

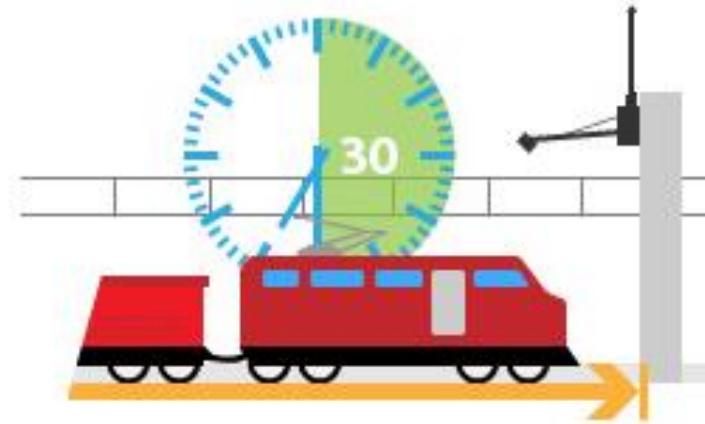**Punctuality at origin** (RFC entry)

Punctuality at destination (RFC exit)

(delay ≤ 30 minutes)

2022: **51.0%**

2021: 55.0%

(delay ≤ 30 minutes)

2022: **41.0%**

2021: 47.0%

Punctuality at origin (RFC entry)

Punctuality at destination (RFC exit)
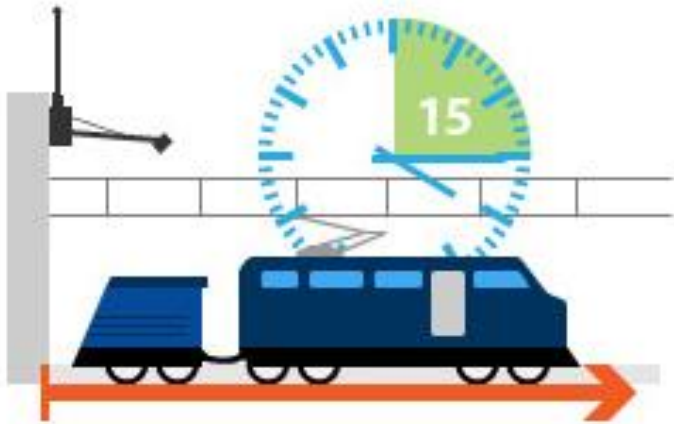
(delay ≤ 15 minutes)

2022:		**45.0%**
2021:		49.0%
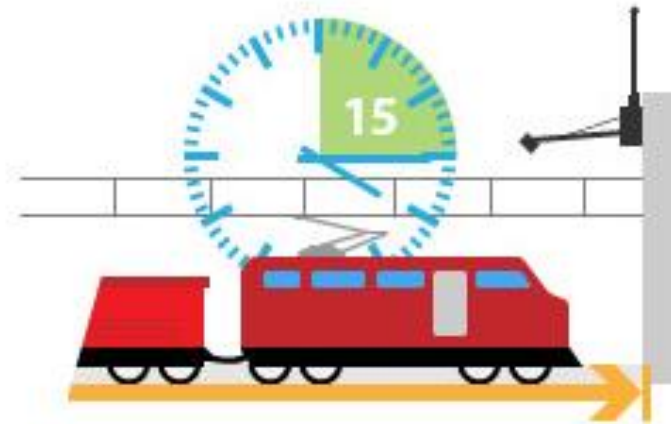
(delay ≤ 15 minutes)

2022:		**37.0%**
2021:		42.0%

Number of trains crossing a border along the RFC*

2022: **94,427**

2021: 102,970
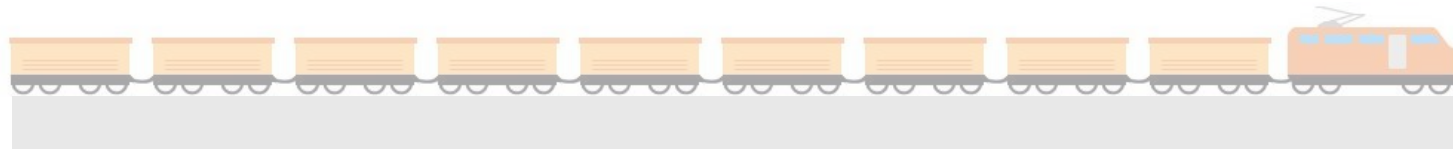
*The calculation of this KPI is based on data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation.

Number of trains per border - Part 1*

	2020	2021	**2022**
Total FR - DE:	N/A	2,278	**1,951**
Total DE - CZ:	N/A	2,375	**3,053**
Total CZ - SK:	13,409	14,465	**14,270**
Total DE - AT:	N/A	41,158	**52,276**

-14.4% Total FR - DE

Total DE - CZ **+28.5%**
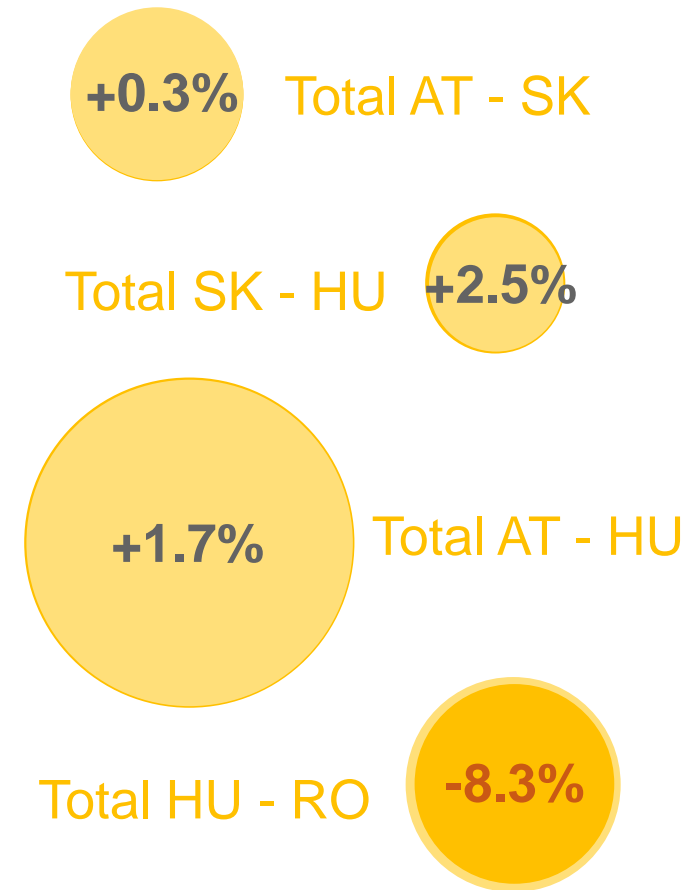
-1.3% Total CZ - SK

Total DE - AT **+27.0%**

*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
EU00016	France	Germany	Strasbourg	Kehl	N/A	0.0%	0.0%
EU00033	Germany	Austria	Freilassing	Salzburg	N/A	0.0%	3.4%
EU00035	Germany	Austria	Passau	Wernstein	N/A	5.7%	4.8%
EU00037	Germany	Czechia	Schirnding	Cheb	N/A	0.0%	0.0%
EU00038	Germany	Czechia	Furth im Wald	Česká Kubice	N/A	0.0%	0.0%
EU00076	Czechia	Slovakia	Horní Lideč	Lúky pod Makytou	16.8%	49.5%	13.1%
EU00082	Czechia	Slovakia	Mosty u Jablunkova	Čadca	73.2%	18.6%	42.2%
EU00103	Austria	Hungary	Baumgarten	Sopron	N/A	0.0%	0.0%
EU00105	Austria	Hungary	Nickelsdorf	Hegyeshalom	N/A	6.6%	8.9%
EU00109	Austria	Slovakia	Kittsee	Bratislava-Petržalka	N/A	1.3%	4.9%
EU00172	Slovakia	Hungary	Rusovce	Rajka	N/A	0.0%	3.7%
EU00194	Hungary	Romania	Biharkeresztes	Oradea	N/A	30.0%	58.7%
EU00196	Hungary	Romania	Lőkösháza	Curtici	N/A	86.6%	59.5%

*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 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'.