Commonly applicable RFC KPIs

RFC Atlantic

December 2023

CAPACITY MANAGEMENT

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

2023	for TT 2024	**4.8 mio (path) km**
2022	for TT 2023	4.5 mio (path) km
2021	for TT 2022	4.5 mio (path) km

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

2023	for TT 2024	**56.7%**
2022	for TT 2023	55.5%
2021	for TT 2022	52.7%

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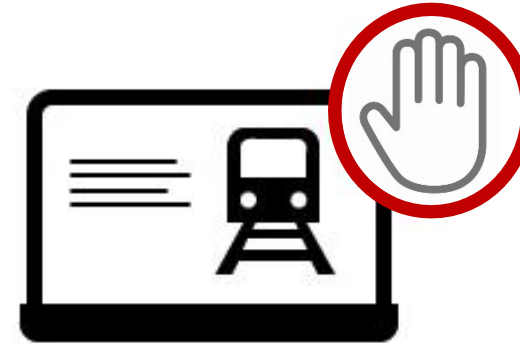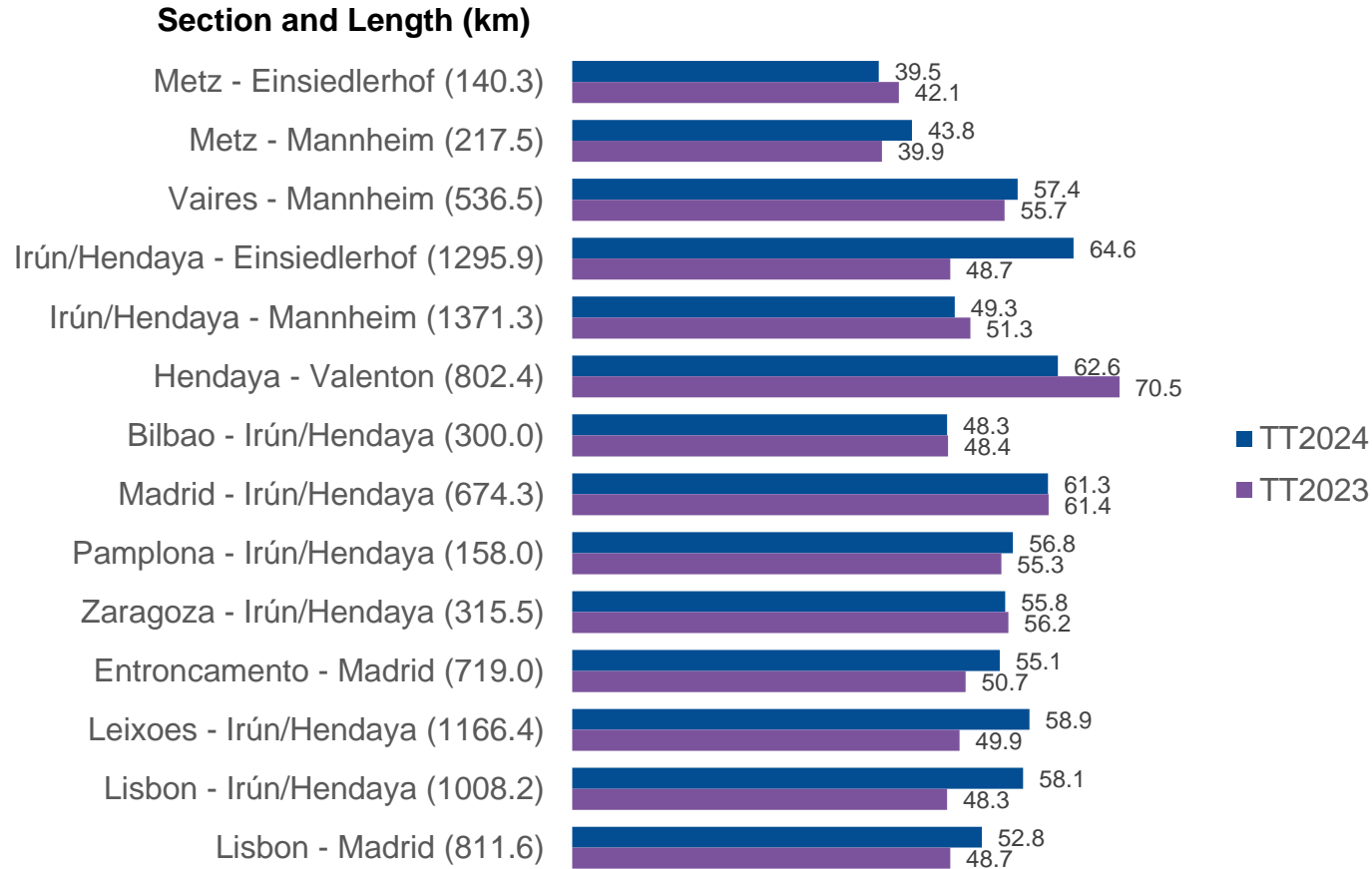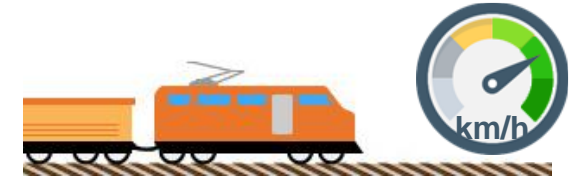
Average planned speed of PaPs (calculation per O/D pairs, km/h)

Section and Length (km)

Section and Length (km)	TT2024	TT2023
Metz - Einsiedlerhof (140.3)	39.5	42.1
Metz - Mannheim (217.5)	43.8	39.9
Vaires - Mannheim (536.5)	57.4	55.7
Irún/Hendaya - Einsiedlerhof (1295.9)	64.6	48.7
Irún/Hendaya - Mannheim (1371.3)	49.3	51.3
Hendaya - Valenton (802.4)	62.6	70.5
Bilbao - Irún/Hendaya (300.0)	48.3	48.4
Madrid - Irún/Hendaya (674.3)	61.3	61.4
Pamplona - Irún/Hendaya (158.0)	56.8	55.3
Zaragoza - Irún/Hendaya (315.5)	55.8	56.2
Entroncamento - Madrid (719.0)	55.1	50.7
Leixoes - Irún/Hendaya (1166.4)	58.9	49.9
Lisbon - Irún/Hendaya (1008.2)	58.1	48.3
Lisbon - Madrid (811.6)	52.8	48.7

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 2024	🟦	**1.6 mio (path) km**
TT 2023	⬜	1.5 mio (path) km
TT 2022	⬜	1.1 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)

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

TT 2023	**0**
TT 2022	0
TT 2021	0

TT 2023	**0 (path) km**
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.*

OPERATIONS

Punctuality at origin (RFC entry)

Punctuality at destination (RFC exit)

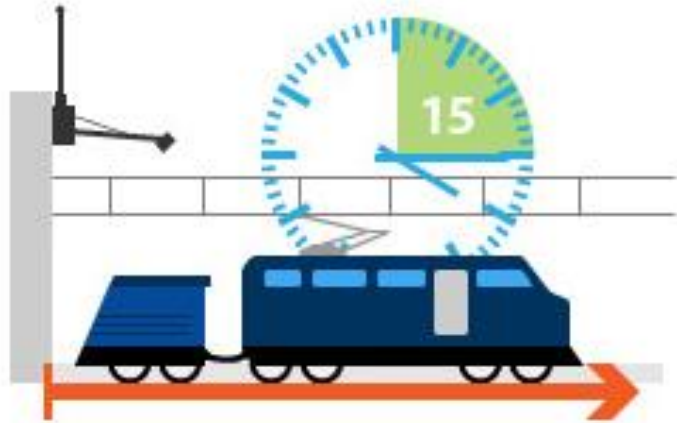(delay ≤ 30 minutes)

2022:		**77.6%**
2021:		78.5%
2020:		81.8%

(delay ≤ 30 minutes)

2022:		**69.8%**
2021:		74.0%
2020:		78.1%

Punctuality at origin (RFC entry)

(delay ≤ 15 minutes)

2022:		**68.7%**
2021:		69.8%
2020:		74.4%

Punctuality at destination (RFC exit)

(delay ≤ 15 minutes)

2022:		**61.9%**
2021:		66.7%
2020:		70.4%
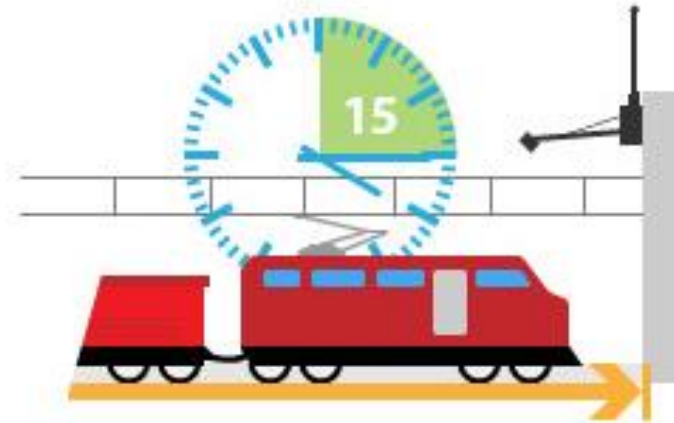
Train Kilometers (million) of trains crossing a border along the RFC*
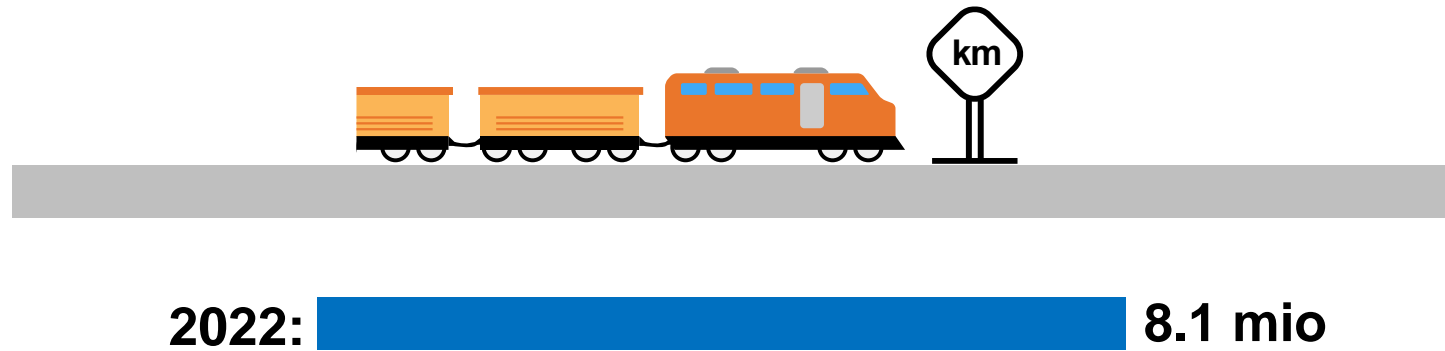
2022: 8.1 mio

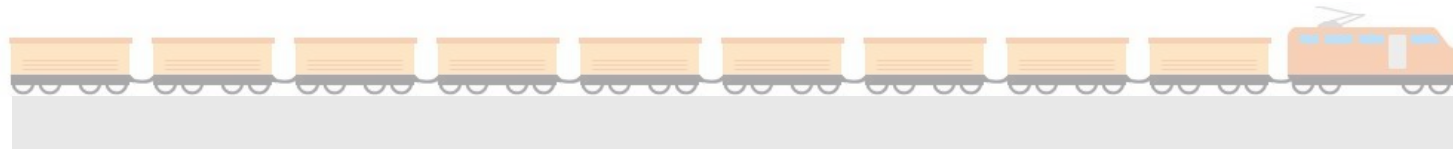*The calculation of this KPI is based on data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation. The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs.

Number of trains crossing a border along the RFC*

2022: 16,344

2021: 14,931

2020: 12,577

*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.

Dwell times in border sections (planned and actual)

2022

Border	Avg. planned dwell (min.)	Avg. real dwell (min.)
Elvas - Badajoz	22	21
Irun - Hendaye	36	24
Saarbrücken - Forbach	36	35
Vilar Formoso - Fuentes de Onoro	41	35

*The calculation of this KPI is based on the data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation. The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs.

MARKET DEVELOPMENT

Number of trains per border*

	2020	2021	**2022**
Total DE - FR:	8,857	9,759	**10,919**
Hendaye:	2,713	1,812	**1,187**
Irún:	2,732	2,465	**1,135**
Total ES - PT:	2,652	2,468	**2,393**

+11.9% Total DE - FR

Hendaye **-34.5%**

-53.4% Irún

Total ES - PT **-3.0%**
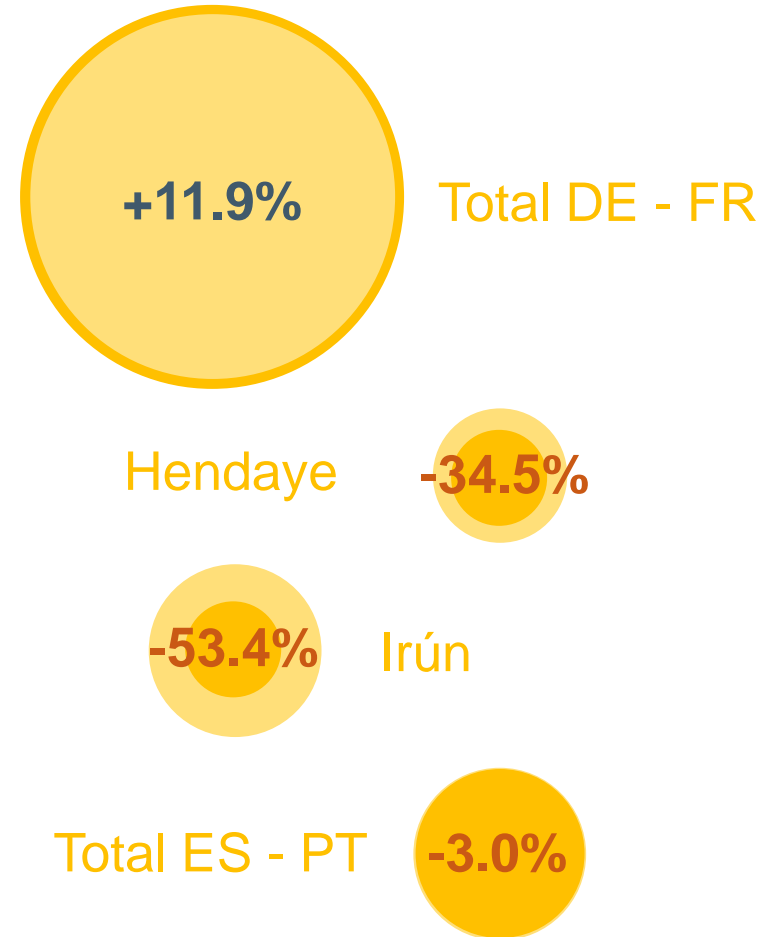
*The calculation of this KPI is based mainly on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

Relation between the 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
EU00012	France	Germany	Forbach	Saarbrücken	N/A	N/A	N/A
EU00119	France	Spain	Hendaye	Irún	N/A	N/A	N/A
EU00124	Portugal	Spain	Vilar Formoso	Fuente de Oñoro	N/A	N/A	N/A
EU00125	Portugal	Spain	Elvas	Badajoz	N/A	N/A	N/A

*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'.