



Commonly applicable RFC KPIs

Figures 2016-2018



KPIs	2016	2017	2018
CAPACITY MANAGEMENT			
(KPIs in the respective year refer to the capacity available for the following TT year. E.g. figure of year 2016 is the capacity offered/requested/etc. for the TT 2017)			
Volume of offered capacity (at X-11) (million km)	22.5	21.8	17.6
Volume of requested capacity - PaPs (at X-8) (million km)	9	6.5	7.4
Volume of requests (at X-8) (number of PCS dossiers)	218	146	124
Number of conflicts (at X-8) (number of conflicting PCS dossiers)	134	65	40
Volume of pre-booked capacity (at X-7.5) (million km)	6.5	4.9	6.4
Volume of offered capacity - Reserve Capacity (at X-2) (million km)	5.5	7.4	2.9
OPERATIONS			
Punctuality at origin (delay ≤30 minutes)	69.9%	68%	
Punctuality at destination (delay ≤30 minutes)	64.4%	56%	
Number of train runs	For RFC internal use only		
MARKET DEVELOPMENT			
Traffic volume (number of freight trains crossing defined pairs of border points)	Emmerich, Venlo, Bad B: 43,827 Aachen West: 22,032 Basel: 54,925 Domo, Luino, Chiasso: 48,128	Emmerich, Venlo, Bad B: 42,871 Aachen West: 22,925 Basel: 51,450 Domo, Luino, Chiasso: 46,219	
Relation between the capacity allocated by the C-OSS and the total traffic	The calculation formula was under revision until the end of 2017.		

KPIs	2016	2017	2018
CAPACITY MANAGEMENT			
(KPIs in the respective year refer to the capacity available for the following TT year. E.g. figure of year 2016 is the capacity offered/requested/etc. for the TT 2017)			
Volume of offered capacity (at X-11) (million km)	15.1	12.6	21.27
Volume of requested capacity - PaPs (at X-8) (million km)	7.1	7.1	13.5
Volume of requests (at X-8) (number of PCS dossiers)	134	137	260
Number of conflicts (at X-8) (number of conflicting PCS dossiers)	8	2	10
Volume of pre-booked capacity (at X-7.5) (million km)	7	7	13
Volume of offered capacity - Reserve Capacity (at X-2) (million km)	3.9	2.3	
OPERATIONS			
Punctuality at origin (delay ≤30 minutes)	to be calculated in this way from 2017 general punctuality: 76.9%	80%	
Punctuality at destination (delay ≤30 minutes)	to be calculated in this way from 2017	73%	
Number of train runs	For RFC internal use only		
MARKET DEVELOPMENT			
Traffic volume (number of freight trains crossing defined pairs of border points)	35,538	41,981	
Relation between the capacity allocated by the C-OSS and the total traffic	The calculation formula was under revision until the end of 2017.		

KPIs	2016	2017	2018
CAPACITY MANAGEMENT			
(KPIs in the respective year refer to the capacity available for the following TT year. E.g. figure of year 2016 is the capacity offered/requested/etc. for the TT 2017)			
Volume of offered capacity (at X-11) (million km)	17	17.7	16.8
Volume of requested capacity - PaPs (at X-8) (million km)	5	6	6.4
Volume of requests (at X-8) (number of PCS dossiers)	37	36	45
Number of conflicts (at X-8) (number of conflicting PCS dossiers)	23	23	28
Volume of pre-booked capacity (at X-7.5) (million km)	3.3	5	5.1
Volume of offered capacity - Reserve Capacity (at X-2) (million km)	not applied (RC is not offered in terms of paths, but of slots)	3.7	
OPERATIONS			
Punctuality at origin (delay ≤30 minutes)	70%	69%	
Punctuality at destination (delay ≤30 minutes)	59%	58% additional punctuality KPIs are available ScanMed Annual Report	
Number of train runs	For RFC internal use only		
MARKET DEVELOPMENT			
Traffic volume (number of freight trains crossing defined pairs of border points)	69,370 (see annual report for the detailed KPI figures per pairs of border points and split into direction)	68.457 sources: TIS and National Systems; details in ScanMed Annual Report	
Relation between the capacity allocated by the C-OSS and the total traffic	The calculation formula was under revision until the end of 2017.		

KPIs	2016	2017	2018
CAPACITY MANAGEMENT			
(KPIs in the respective year refer to the capacity available for the following TT year. E.g. figure of year 2016 is the capacity offered/requested/etc. for the TT 2017)			
Volume of offered capacity (at X-11) (million km)	6.9	5.5	9.9
Volume of requested capacity - PaPs (at X-8) (million km)	3.3	2.9	4.47 (provisional data)
Volume of requests (at X-8) (number of PCS dossiers)	50	29	46
Number of conflicts (at X-8) (number of conflicting PCS dossiers)	0	2	0
Volume of pre-booked capacity (at X-7.5) (million km)	3.3	2.8	4.47 (provisional data)
Volume of offered capacity - Reserve Capacity (at X-2) (million km)	2.6	1.1	
OPERATIONS			
Punctuality at origin (delay ≤30 minutes)	67.3% both direction at the border points	74.7% both direction at the border points already incl. FR/DE border	
Punctuality at destination (delay ≤30 minutes)			
Number of train runs	For RFC internal use only		
MARKET DEVELOPMENT			
Traffic volume (number of freight trains crossing defined pairs of border points)	not published		
Relation between the capacity allocated by the C-OSS and the total traffic	The calculation formula was under revision until the end of 2017.		

KPIs	2016	2017	2018
CAPACITY MANAGEMENT			
(KPIs in the respective year refer to the capacity available for the following TT year. E.g. figure of year 2016 is the capacity offered/requested/etc. for the TT 2017)			
Volume of offered capacity (at X-11) (million km)	7.6	8.9	8.9
Volume of requested capacity - PaPs (at X-8) (million km)	0.9	1.3	0.9
Volume of requests (at X-8) (number of PCS dossiers)	15	16	15
Number of conflicts (at X-8) (number of conflicting PCS dossiers)	0	0	1
Volume of pre-booked capacity (at X-7.5) (million km)	0.8	1.3	0.8
Volume of offered capacity - Reserve Capacity (at X-2) (million km)	3.9	3.5	
OPERATIONS			
Punctuality at origin (delay ≤30 minutes)	50%	48%	
Punctuality at destination (delay ≤30 minutes)	40%	33%	
Number of train runs	For RFC internal use only		
MARKET DEVELOPMENT			
Traffic volume (number of freight trains crossing defined pairs of border points)	not published	not published	
Relation between the capacity allocated by the C-OSS and the total traffic	The calculation formula was under revision until the end of 2017.		

KPIs	2016	2017	2018
CAPACITY MANAGEMENT			
(KPIs in the respective year refer to the capacity available for the following TT year. E.g. figure of year 2016 is the capacity offered/requested/etc. for the TT 2017)			
Volume of offered capacity (at X-11) (million km)	12.3	11.5	14.2
Volume of requested capacity - PaPs (at X-8) (million km)	3.3	3.8	4.3
Volume of requests (at X-8) (number of PCS dossiers)	75	60	68
Number of conflicts (at X-8) (number of conflicting PCS dossiers)	16	12	4
Volume of pre-booked capacity (at X-7.5) (million km)	3.1	3.5	4.2
Volume of offered capacity - Reserve Capacity (at X-2) (million km)	7	3.8	
OPERATIONS			
Punctuality at origin (delay ≤30 minutes)	65%		
Punctuality at destination (delay ≤30 minutes)	56%		
Number of train runs	For RFC internal use only		
MARKET DEVELOPMENT			
Traffic volume (number of freight trains crossing defined pairs of border points)	32,762		
Relation between the capacity allocated by the C-OSS and the total traffic	The calculation formula was under revision until the end of 2017.		

KPIs	2016	2017	2018
CAPACITY MANAGEMENT			
(KPIs in the respective year refer to the capacity available for the following TT year. E.g. figure of year 2016 is the capacity offered/requested/etc. for the TT 2017)			
Volume of offered capacity (at X-11) (million km)	13.9	9.7	11.3
Volume of requested capacity - PaPs (at X-8) (million km)	1.9	2.76	3.6
Volume of requests (at X-8) (number of PCS dossiers)	12	23	27
Number of conflicts (at X-8) (number of conflicting PCS dossiers)	0	0	4
Volume of pre-booked capacity (at X-7.5) (million km)	1.9	2.76	3.6
Volume of offered capacity - Reserve Capacity (at X-2) (million km)	8.2	4.4	
OPERATIONS			
Punctuality at origin (delay ≤30 minutes)	not published	48%	
Punctuality at destination (delay ≤30 minutes)	not published	35%	
Number of train runs	For RFC internal use only		
MARKET DEVELOPMENT			
Traffic volume (number of freight trains crossing defined pairs of border points)	77,446	87,688	
Relation between the capacity allocated by the C-OSS and the total traffic	The calculation formula was under revision until the end of 2017.		

KPIs	2016	2017	2018
CAPACITY MANAGEMENT			
(KPIs in the respective year refer to the capacity available for the following TT year. E.g. figure of year 2016 is the capacity offered/requested/etc. for the TT 2017)			
Volume of offered capacity (at X-11) (million km)	14.5	12.4	15.8
Volume of requested capacity - PaPs (at X-8) (million km)	3.1	0.7	2.3
Volume of requests (at X-8) (number of PCS dossiers)	63	8	21
Number of conflicts (at X-8) (number of conflicting PCS dossiers)	33	0	5
Volume of pre-booked capacity (at X-7.5) (million km)	2.5	0.7	1.9
Volume of offered capacity - Reserve Capacity (at X-2) (million km)	3.4	3.8	
OPERATIONS			
Punctuality at origin (delay ≤30 minutes)	55.2%	60%	
Punctuality at destination (delay ≤30 minutes)	50%	50.5%	
Number of train runs	For RFC internal use only		
MARKET DEVELOPMENT			
Traffic volume (number of freight trains crossing defined pairs of border points)	103,047	98,151	
Relation between the capacity allocated by the C-OSS and the total traffic	The calculation formula was under revision until the end of 2017.		

KPIs	2016	2017	2018
CAPACITY MANAGEMENT			
(KPIs in the respective year refer to the capacity available for the following TT year. E.g. figure of year 2016 is the capacity offered/requested/etc. for the TT 2017)			
Volume of offered capacity (at X-11) (million km)	3.48	5	4.81
Volume of requested capacity - PaPs (at X-8) (million km)	0.39	3.8	3.4
Volume of requests (at X-8) (number of PCS dossiers)	7	36	31
Number of conflicts (at X-8) (number of conflicting PCS dossiers)	0	0	0
Volume of pre-booked capacity (at X-7.5) (million km)	0.39	3.8	3.4
Volume of offered capacity - Reserve Capacity (at X-2) (million km)	2.04	1.85	
OPERATIONS			
Punctuality at origin (delay ≤30 minutes)	not applied	not applied	
Punctuality at destination (delay ≤30 minutes)	not applied	not applied	
Number of train runs	For RFC internal use only		
MARKET DEVELOPMENT			
Traffic volume (number of freight trains crossing defined pairs of border points)	not applied	not applied	
Relation between the capacity allocated by the C-OSS and the total traffic	The calculation formula was under revision until the end of 2017.		

Disclaimer

These KPIs reflect the performance of each individual RFC in terms of capacity management, operations and market development. 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 the individual RFCs for comprehensive information concerning the figures and their analysis. In addition, you can find a more detailed description of each commonly applicable KPI in the [RNE 'Guidelines for Key Performance Indicators of Rail Freight Corridors'](#).