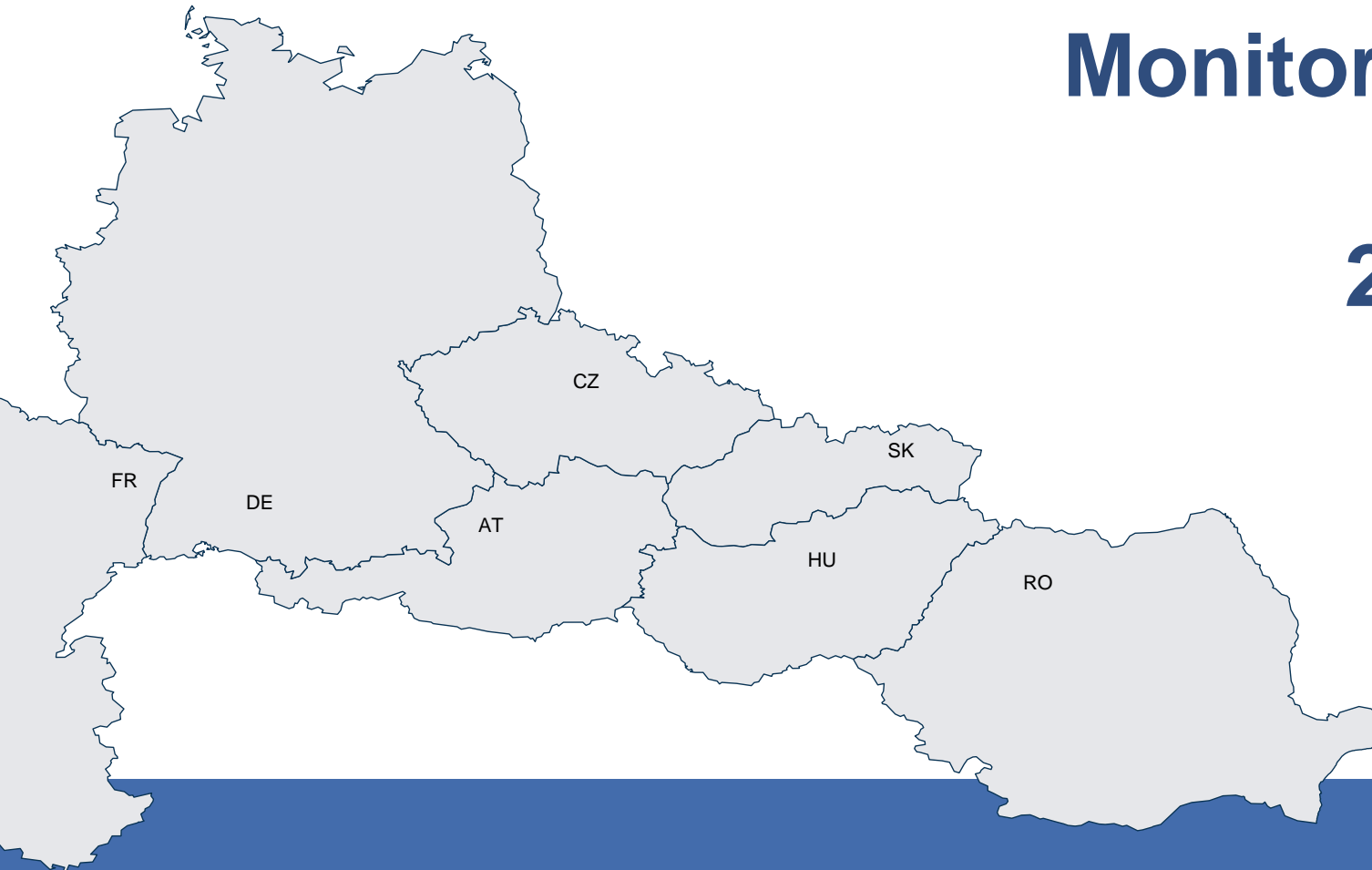


Performance Monitoring Report

2021



Topics

1

Introduction

2

KPIs for Capacity Management

3

KPIs for Operations

4

KPIs for Market Development

5

Further Information

- ▲ The Management Board of RFC Rhine-Danube (RFC RD) monitors the performance of rail freight services on the RFC and publishes the results of this monitoring once a year.
- ▲ Since RFC RD became operational in October 2020, this is its first performance monitoring report.
- ▲ During the first year of its operation, RFC RD implemented all KPIs commonly applied by all of the other RFCs, too, in order to facilitate the above-mentioned monitoring process in a harmonised way.
- ▲ This Performance Monitoring Reports describes the results of the commonly applicable RFC KPIs.



Topics

1

Introduction

2

KPIs for Capacity Management

3

KPIs for Operations

4

KPIs for Market Development

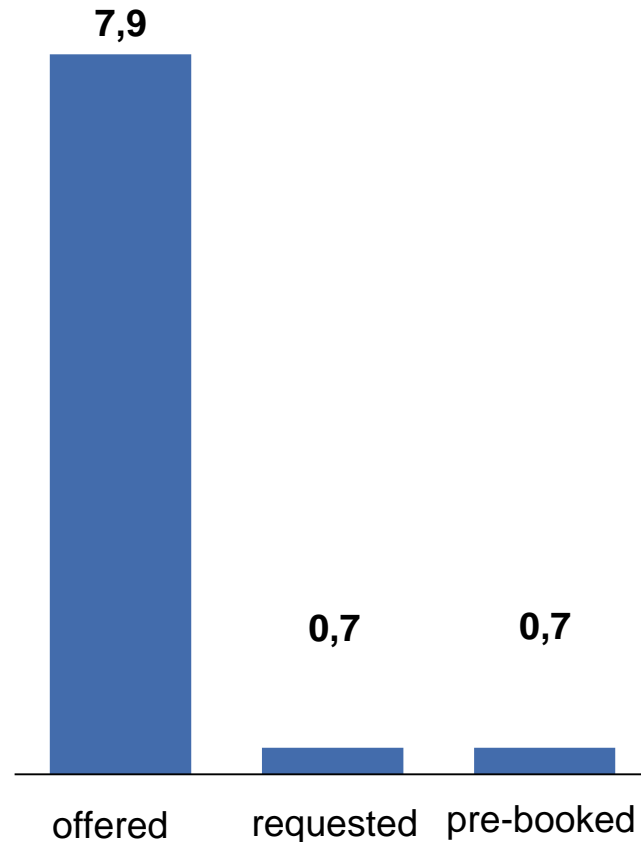
5

Further information

About the methodology used for the calculation

- ▲ The figures refer to the capacity which the C-OSS of RFC RD offered, pre-booked, and allocated. Therefore, they do not reflect the total amount of offered, pre-booked, and allocated PaPs and Reserve Capacity along RFC RD (see below information and pages 8, 9, and 11).
- ▲ Collaboration on the overlapping sections of RFC Orient/East-Med (RFC OEM) and RFC RD:
 - Coordinated offer;
 - Best capacity offer for applicants through collaboration;
 - C-OSS of RFC OEM acting as leading C-OSS, thus offering, pre-booking, and allocating capacity on the overlapping sections.
- ▲ Collaboration with fellow RFCs for connecting sections: harmonized multi-corridor PaPs with RFC Baltic-Adriatic, RFC OEM, RFC Alpine-Western Balkan, and RFC Amber.

KPIs regarding PaPs for timetable 2022



- Volume of offered capacity
- Volume of requested capacity
- Volume of pre-booked capacity
- The figures are in million path km calculated as follows: distances multiplied by running days.
- Ratio of pre-booked capacity: 8.8%

KPIs regarding PaPs for timetable 2022



Number of requests

Number of conflicts

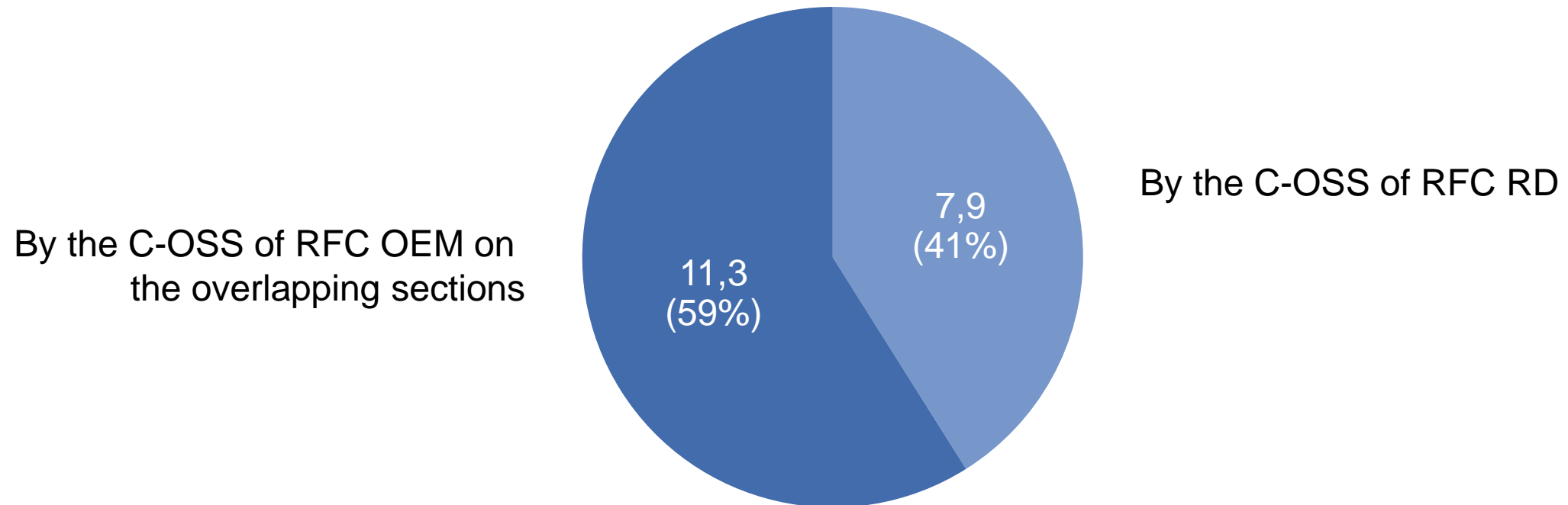
The figures are in number of dossiers in PCS.

**Acceptance
of final offer**

All 46 dossiers were accepted by the applicants.

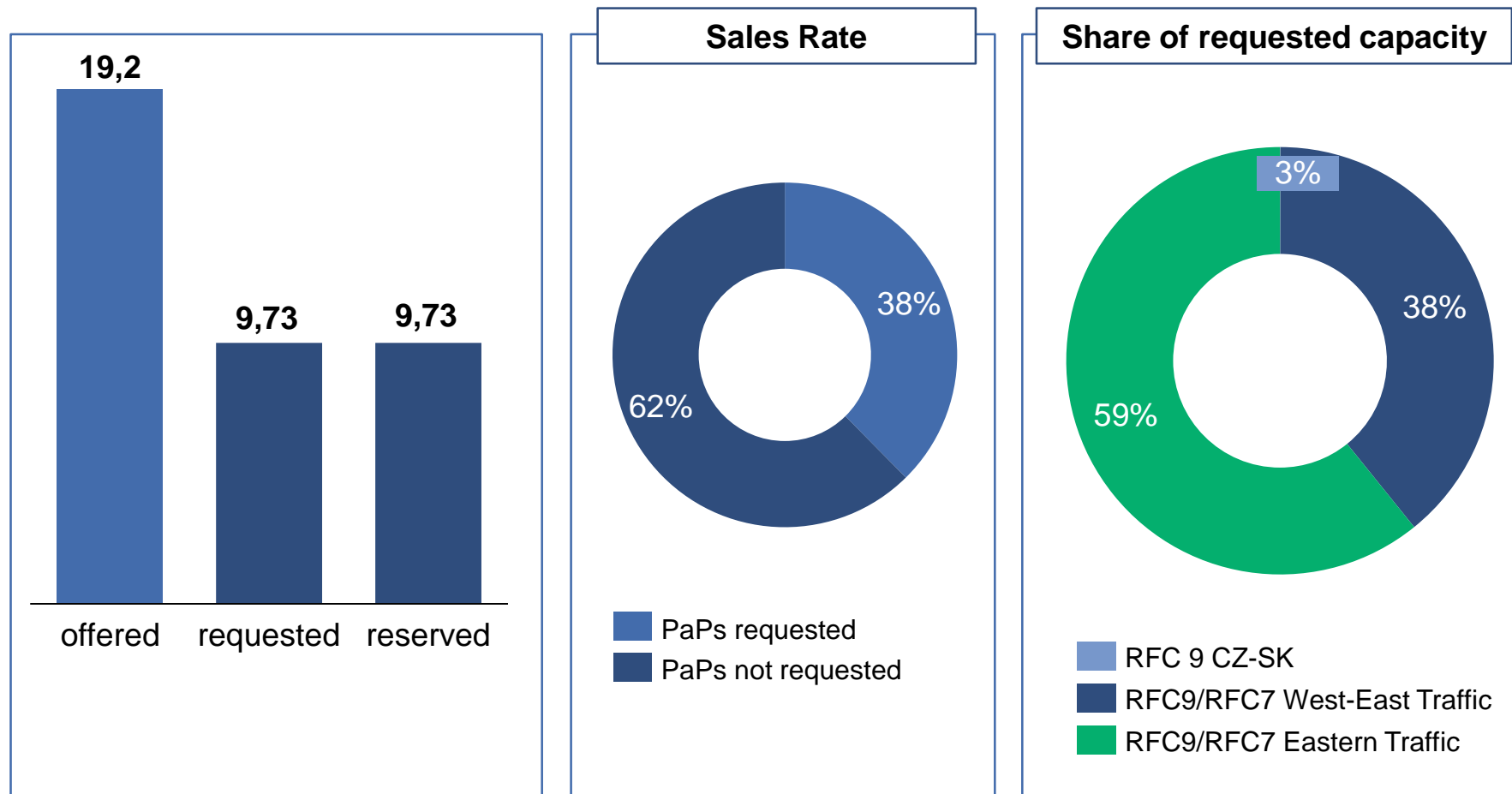
Overall capacity (PaP) offer for timetable 2022 displayed on RFC RD including the overlapping sections with RFC OEM

The figures are in million path km calculated as follows: distances multiplied by running days.

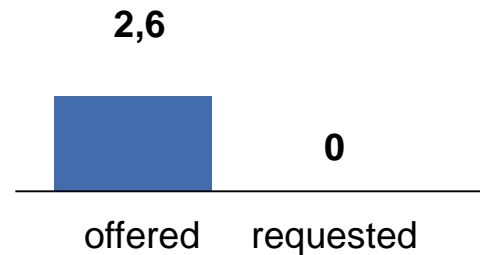


Overall figures for timetable 2022 on RFC RD including the overlapping sections with RFC OEM

The figures are in million path km calculated as follows: distances multiplied by running days.

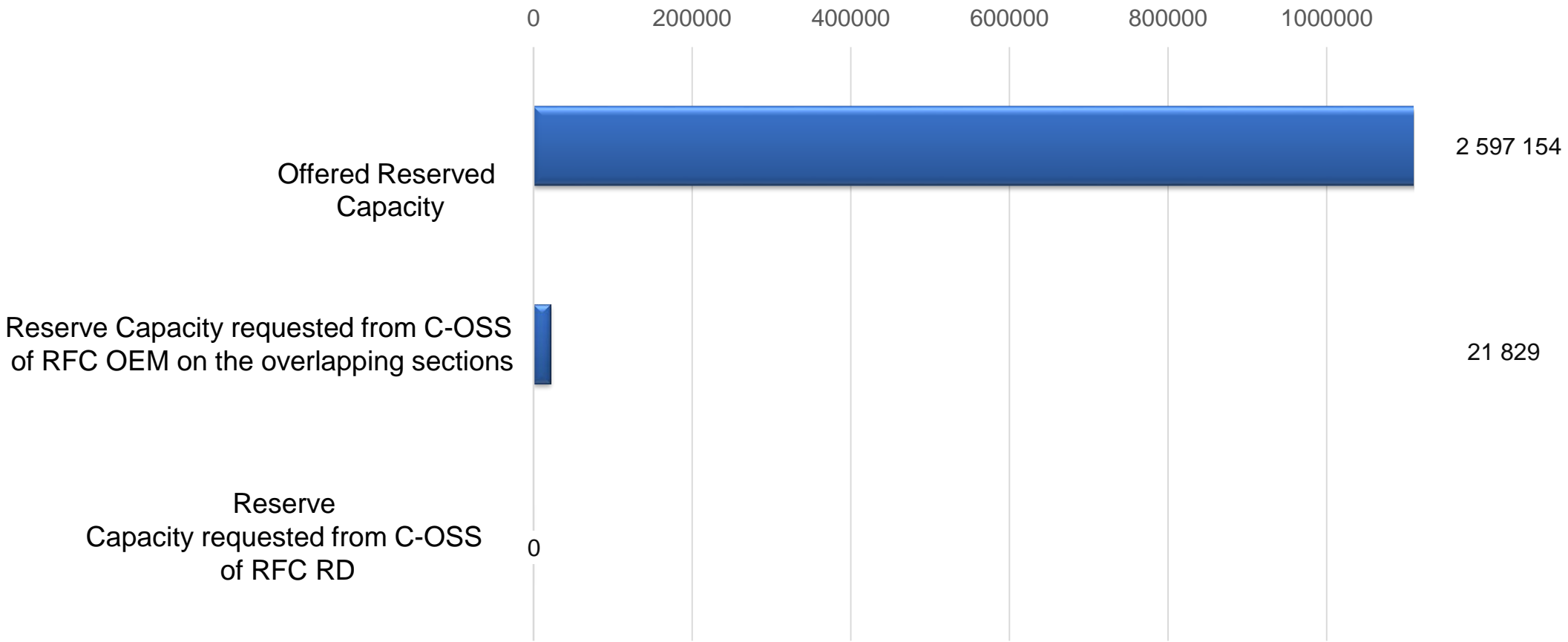


KPIs regarding Reserve Capacity for timetable 2021



- Volume of offered capacity
- Number of requested capacity
- The figures are in million path km calculated as follows: distances multiplied by running days.

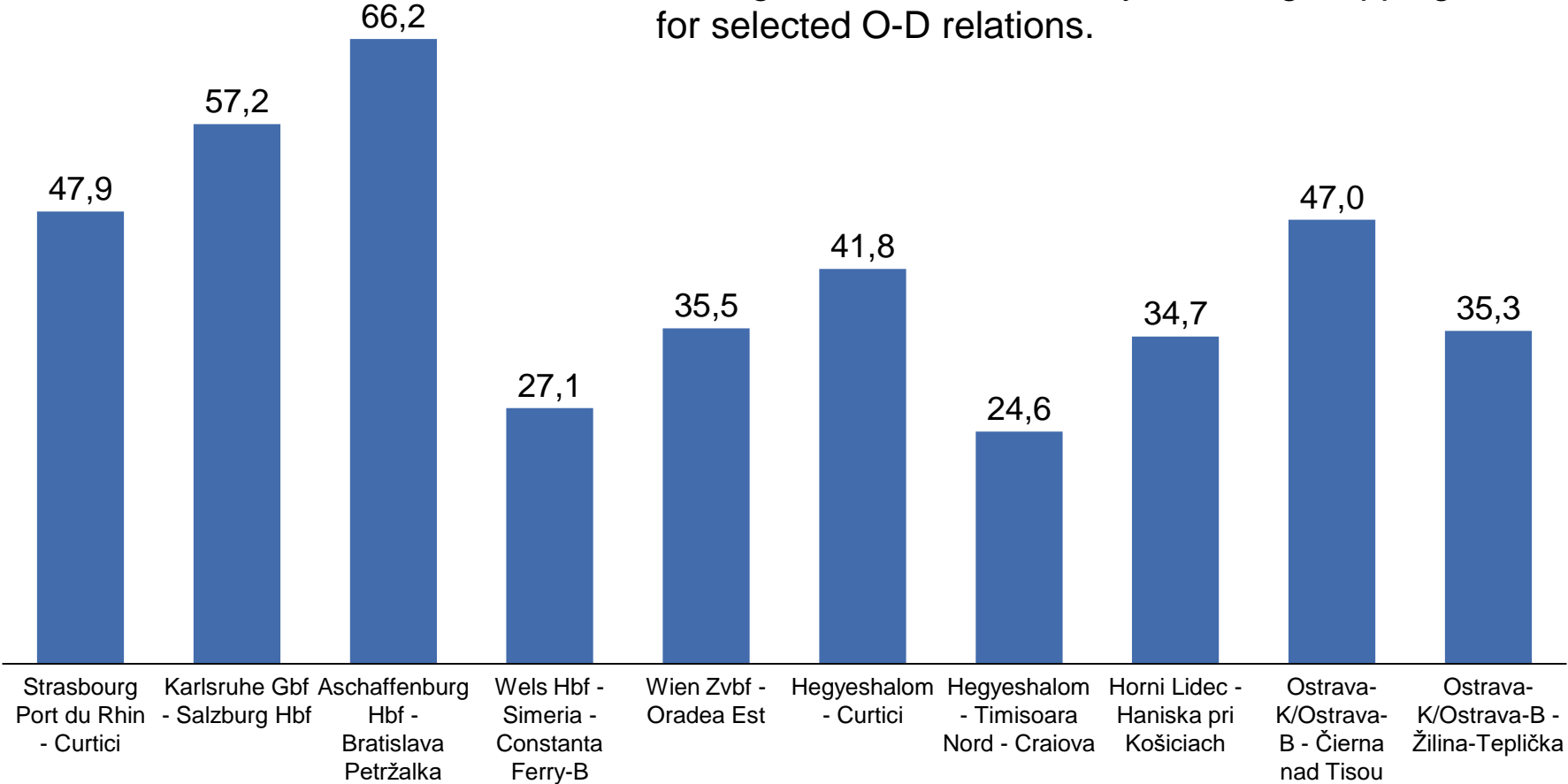
Overall Reserve Capacity requested for timetable 2021



The figures are in million path km calculated as follows: distances multiplied by running days.

KPI: Average planned speed of PaPs

The figures are calculated by including stopping times for selected O-D relations.



Speed incl. Stopping Time [km/h]

Topics

1

Introduction

2

KPIs for Capacity Management

3

KPIs for Operations

4

KPIs for Market Development

5

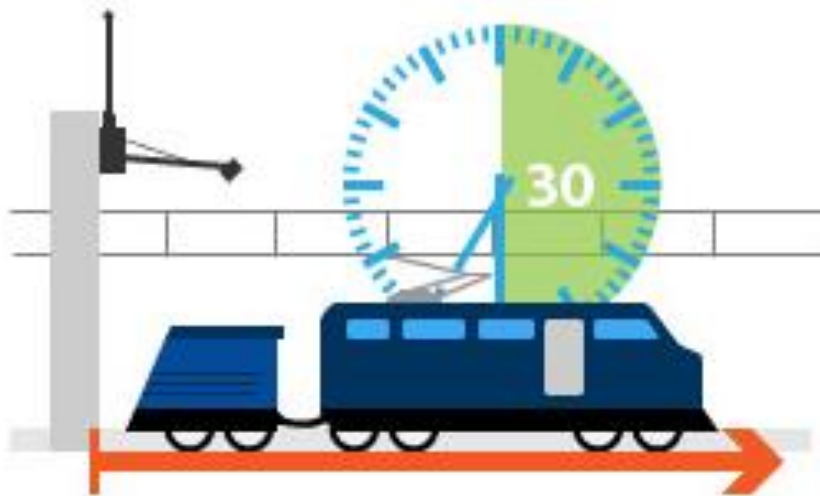
Further information

About the methodology used for the calculation

- The figures of the KPIs for operations come from the international Train Information System (TIS) database managed by RailNetEurope (RNE).
- The following criteria must be met for a train to be considered as a corridor train:
 - International freight train;
 - Crossing at least one border of the RFC.
- The KPIs for punctuality show the average punctuality of trains running on the RFC, measured at RFC Entry and RFC Exit:
 - RFC Entry – the first point in the train run which belongs to the RFC;
 - RFC Exit – the last point in the train run which belongs to the RFC.
- Monthly train punctuality reports are generated from the TIS and are published on the website of the [RFC](#) and in the [CIP](#). Monitoring and follow-up on the monthly punctuality reports is done by the Operations and Performance Working Group (WG). Punctuality issues can also be discussed bilaterally between this WG and the users of the RFC on a case-by-case basis.

KPIs for Punctuality

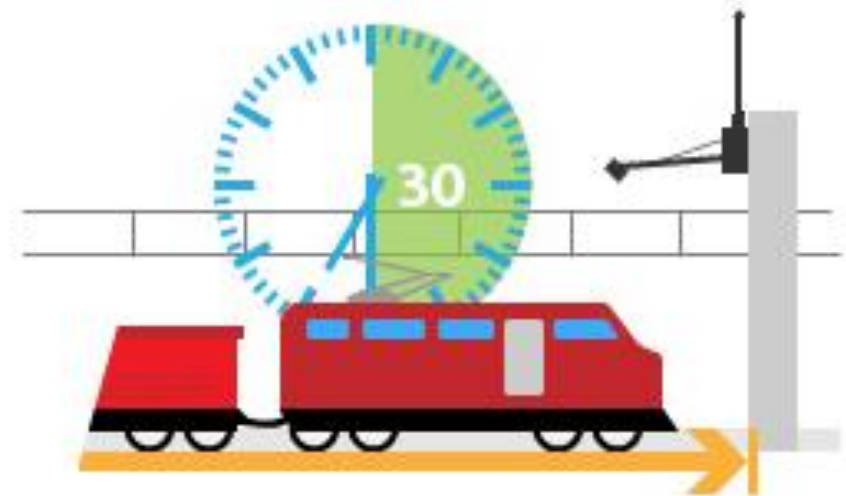
Punctuality at origin (RFC entry)



55%

(delay \leq 30 minutes)

Punctuality at destination (RFC exit)



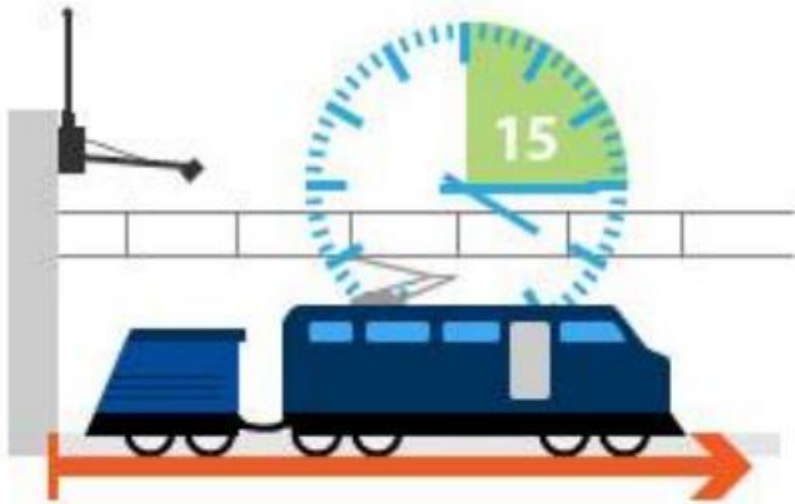
47%

(delay \leq 30 minutes)

A corridor train is considered to be punctual if it has a delay of 30 minutes or less.

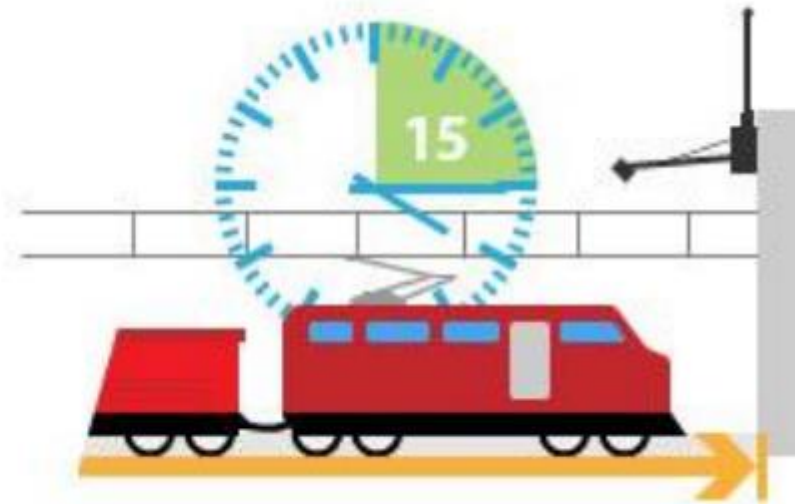
KPIs for Punctuality

Punctuality at origin (RFC entry)



49%
(delay \leq 15 minutes)

Punctuality at destination (RFC exit)

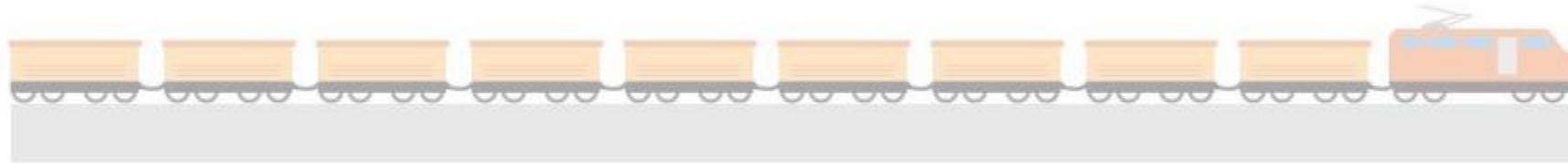


42%
(delay \leq 15 minutes)

For KPI reporting purposes punctuality is also measured at a delay of 15 minutes or less.

Number of trains crossing a border along the RFC

- ▲ This KPI demonstrates the number of all international trains crossing at least one border along RFC RD.
- ▲ At present, we are not able to differentiate between trains running on PaPs or trains running on a regular international train path. Therefore, we count all international trains that are running on the lines of the RFC. Trains passing more than one border on the RFC are counted only once.



2021:  **102,970**

Topics

1

Introduction

2

KPIs for Capacity Management

3

KPIs for Operations

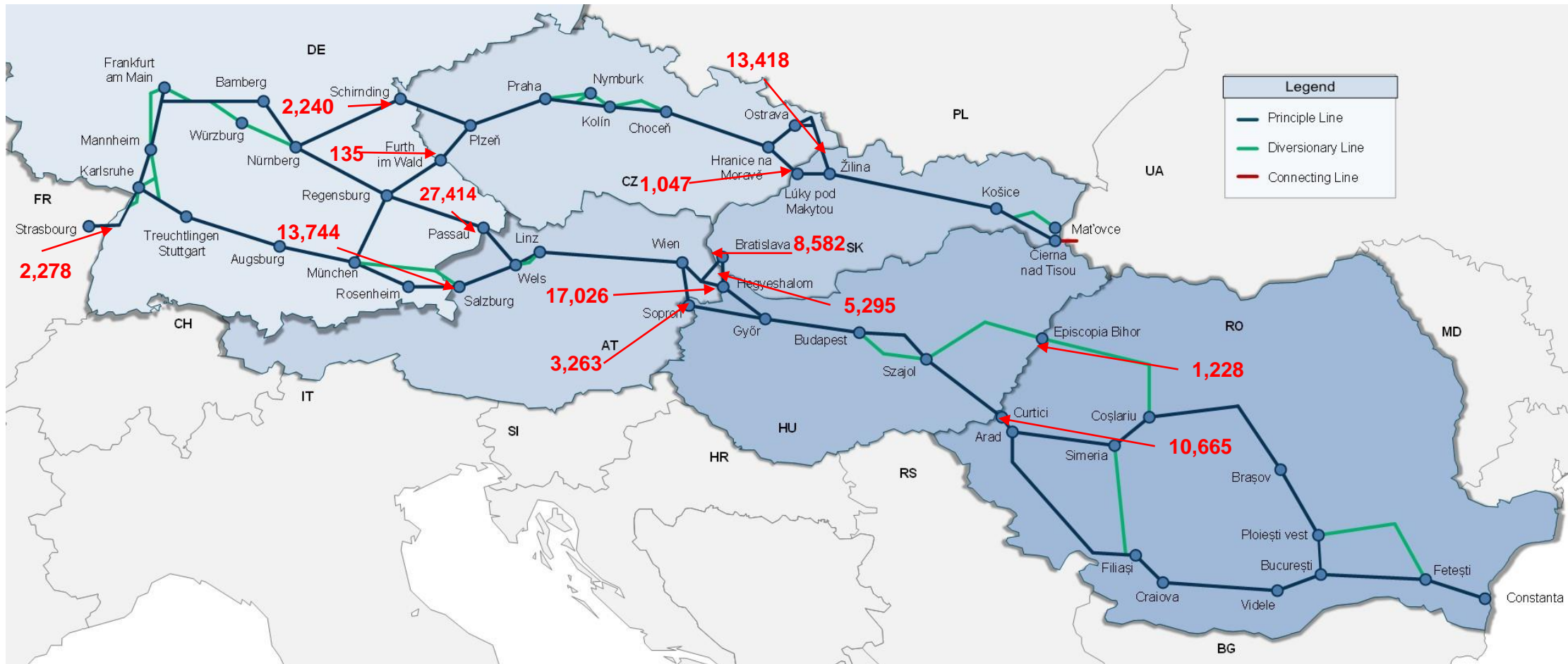
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KPIs for Market Development

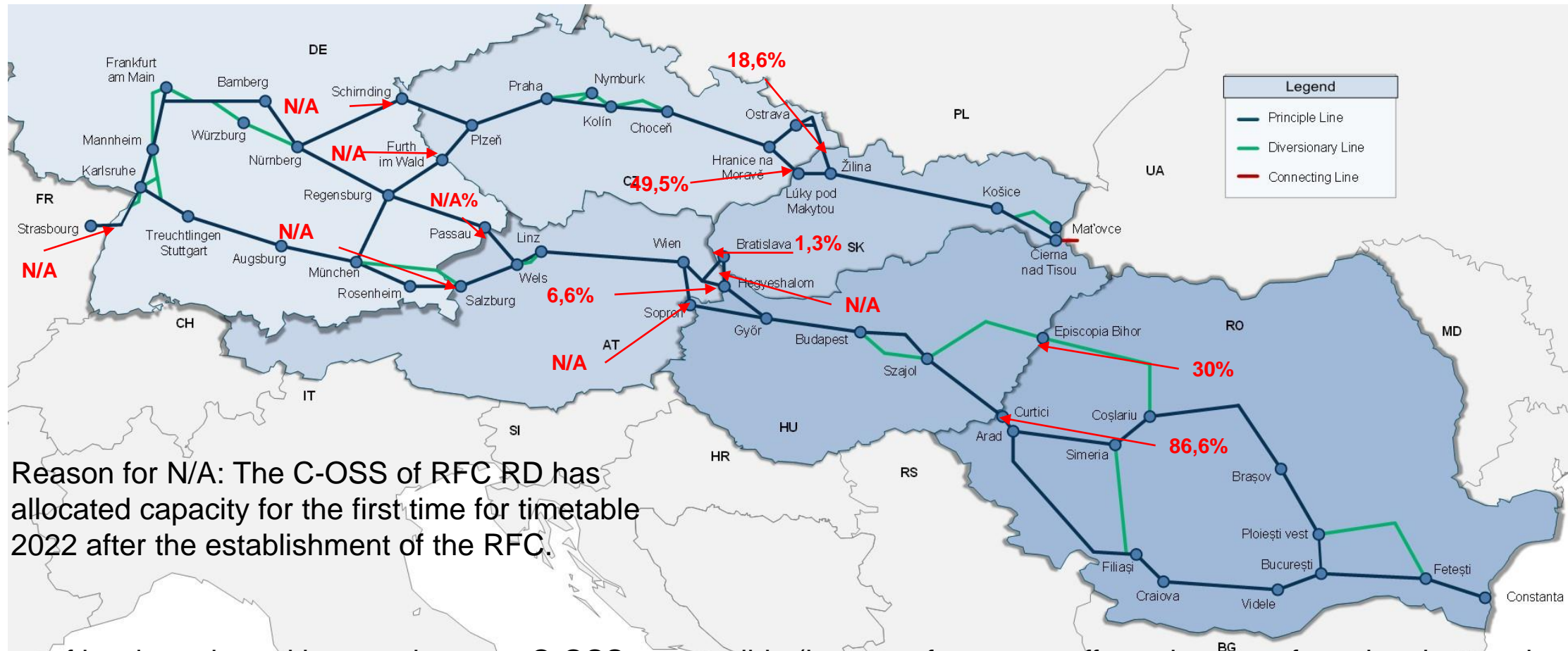
5

Further information

Number of trains per border



Ratio of capacity allocated by the C-OSS and the total allocated capacity



Reason for N/A: The C-OSS of RFC RD has allocated capacity for the first time for timetable 2022 after the establishment of the RFC.

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.

Further information

- You can find more information in general about the commonly applicable RFC KPIs on the RNE website:
https://rne.eu/wp-content/uploads/Guidelines_KPIs_of_RFCs_V4.0.pdf
- A simplified management-level summary of the results of the KPIs can also be found on the RNE website:
<https://rne.eu/wp-content/uploads/RFC9RD-June-2022.pdf>
- The KPIs for capacity management are also included in the Framework for Capacity Allocation approved by the Executive Board of RFC RD, harmonised across all RFCs, which can be downloaded here:
<https://rfc-rhine-danube.eu/documents/>