

2022 Performance Monitoring Report



Topics

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Introduction

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KPIs for Capacity Management

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KPIs for Operations

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KPIs for Market Development

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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.
- ▲ During the first year of its operation in 2021, 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 for 2023 in comparison to 2022.



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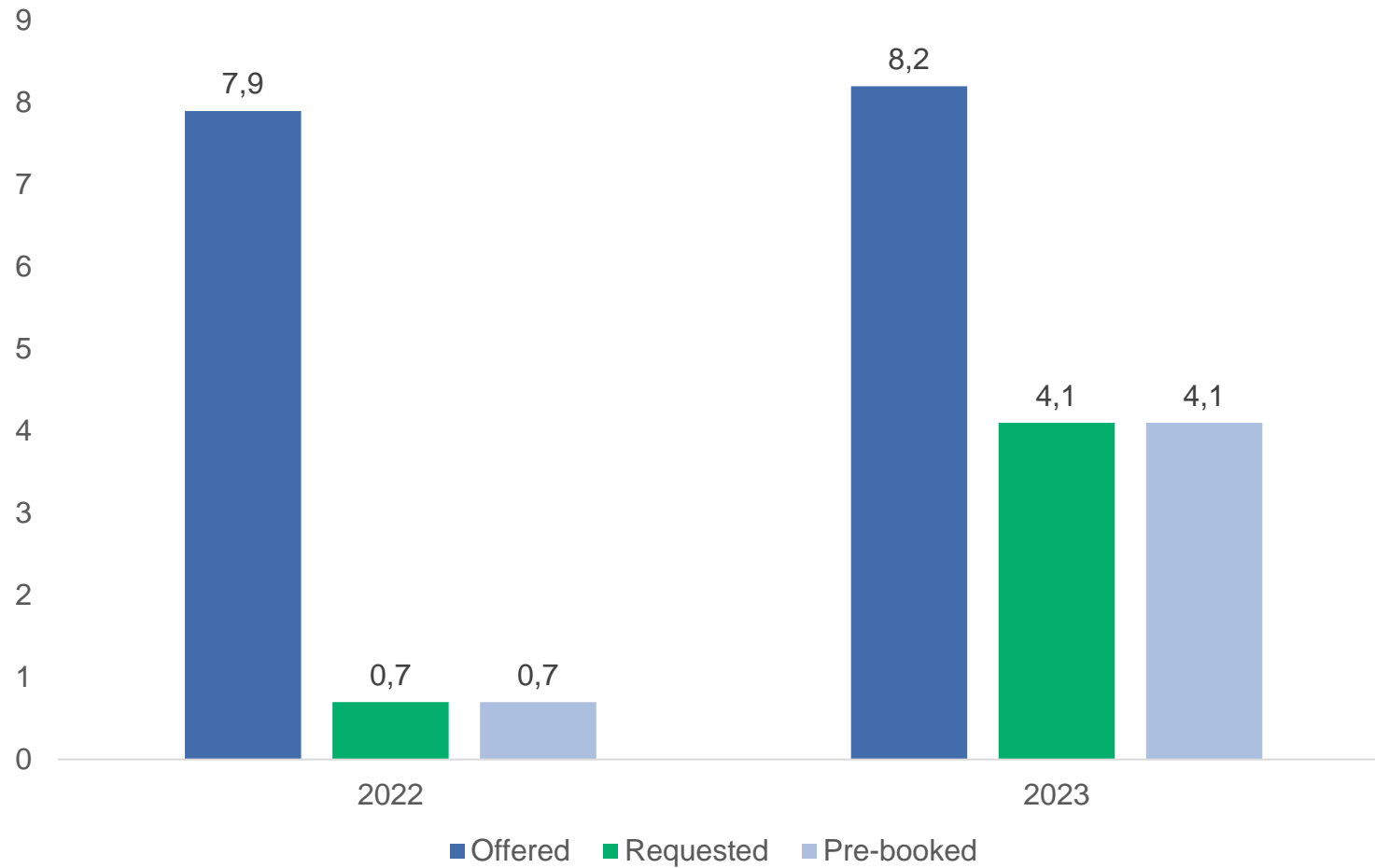
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Further information

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 I. – Comparison between timetable 2022 and 2023

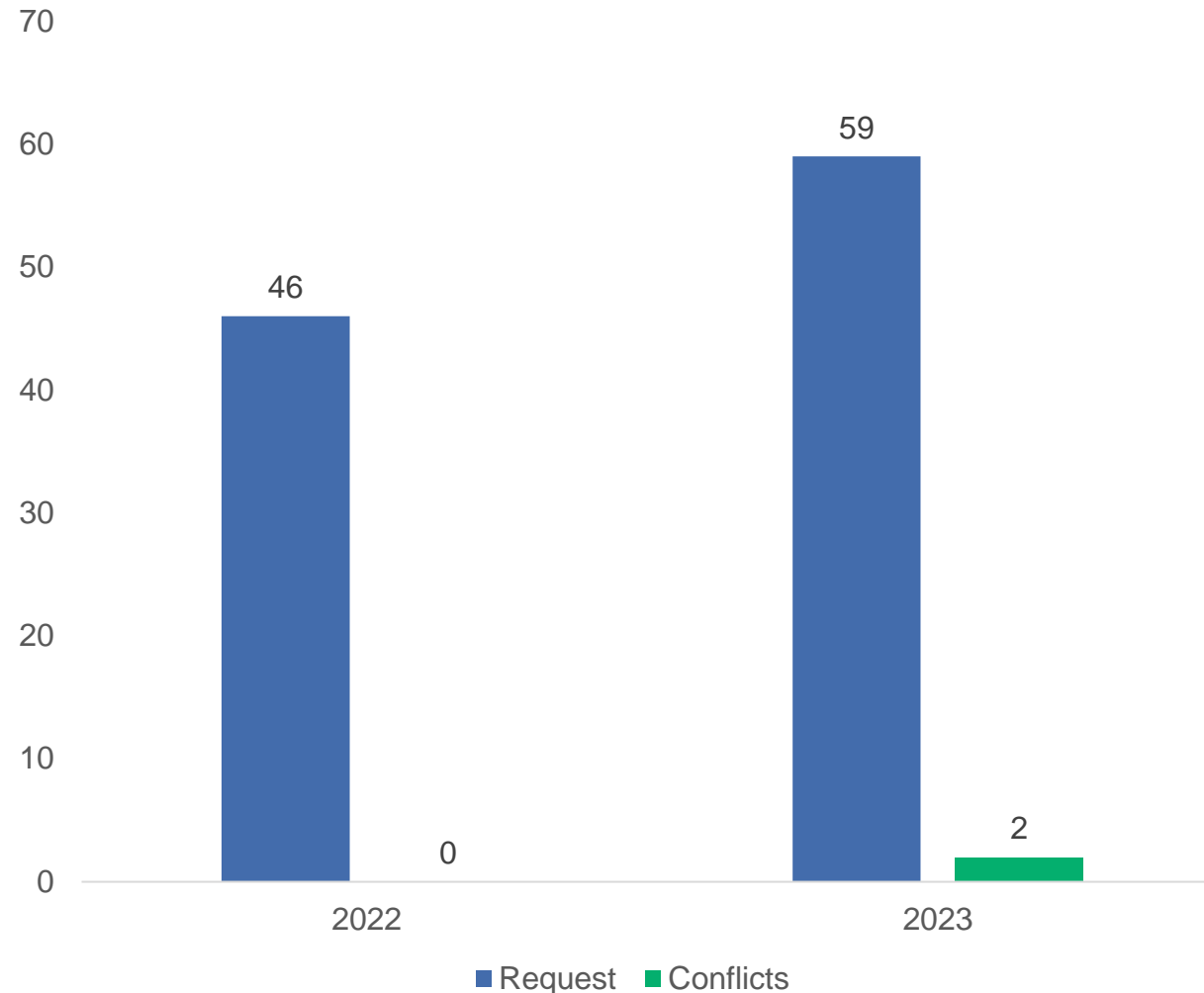


- Volume of offered capacity
- Volume of requested capacity
- Volume of pre-booked capacity
- The figures are in million path km calculated as follows: distances multiplied by running days.
- Ratio of pre-booked capacity:
 - **Timetable 2022: 8,5%**
 - **Timetable 2023: 50,2%**

Main reasons for changes

- More applicants participated in filling in the capacity wishlist for timetable 2023 than for timetable 2022.
- For timetable 2023 we had 84 wishes in total compared to 77 wishes for timetable 2022. Most wishes were made on the Danube / Black Sea axis via Belgium – Germany – and Austria to Hungary and Romania.
- 12 applicants applied for PaPs for timetable 2023 compared to 11 applicants for timetable 2022.

KPIs regarding PaPs II. – Comparison between timetable 2022 and 2023



Number of requests

Number of conflicts

The figures are in number of dossiers in PCS.

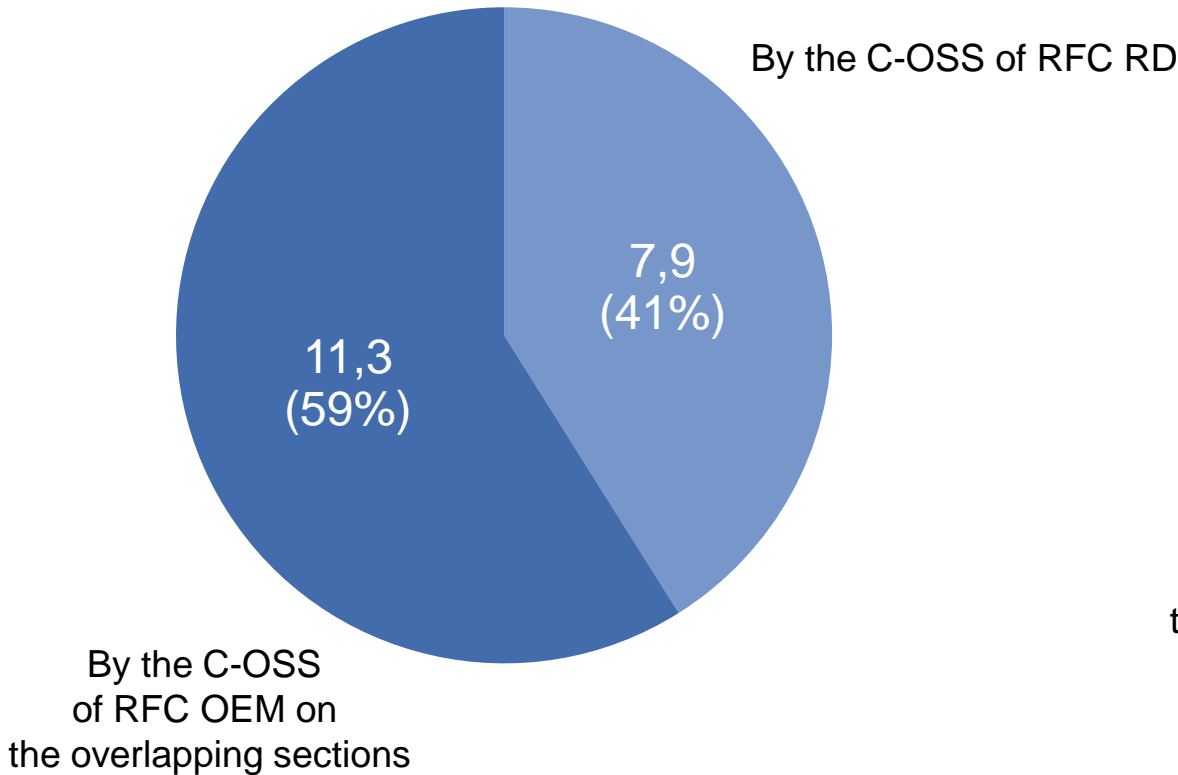
**Acceptance
of final offer**

All dossiers were
accepted by the applicants.

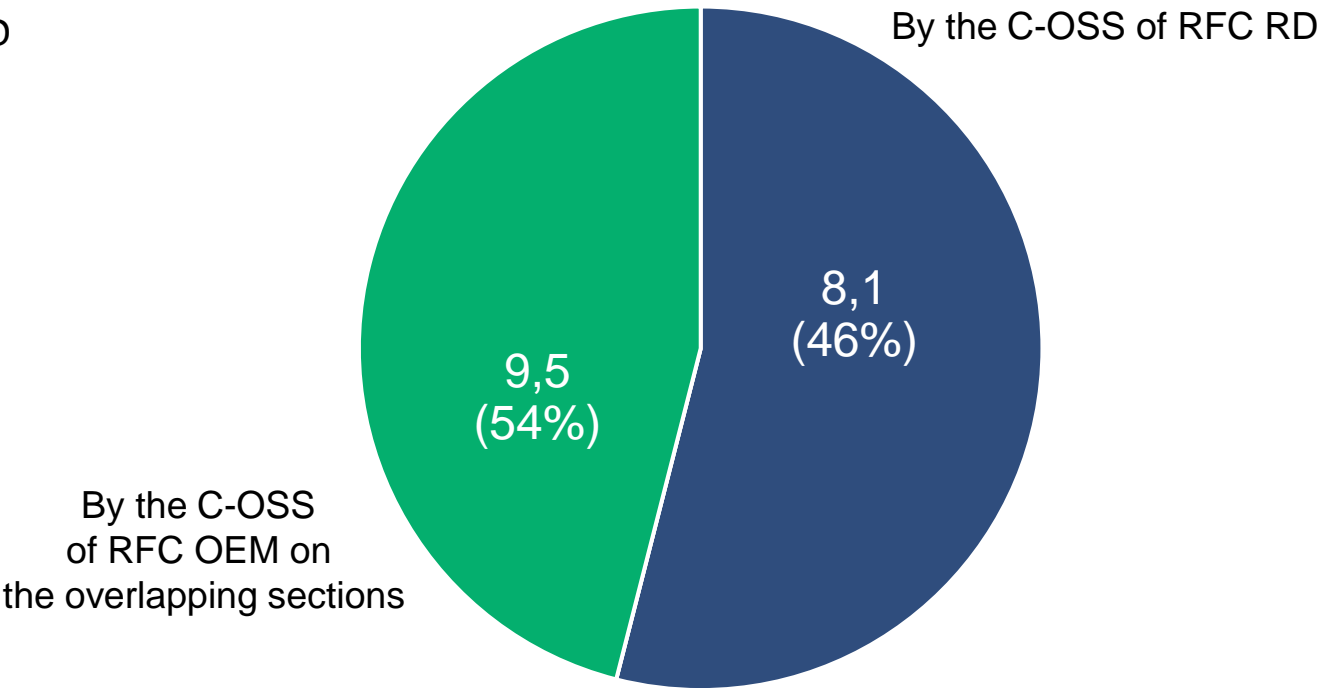
Overall capacity (PaP) offer displayed on RFC RD including the overlapping sections with RFC OEM

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

Timetable 2022

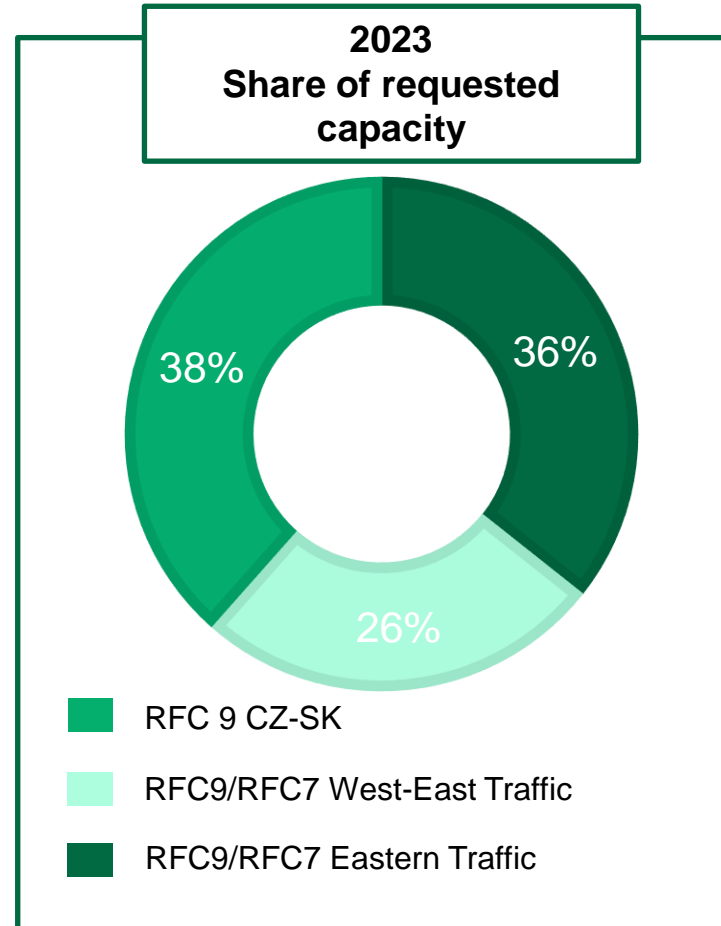
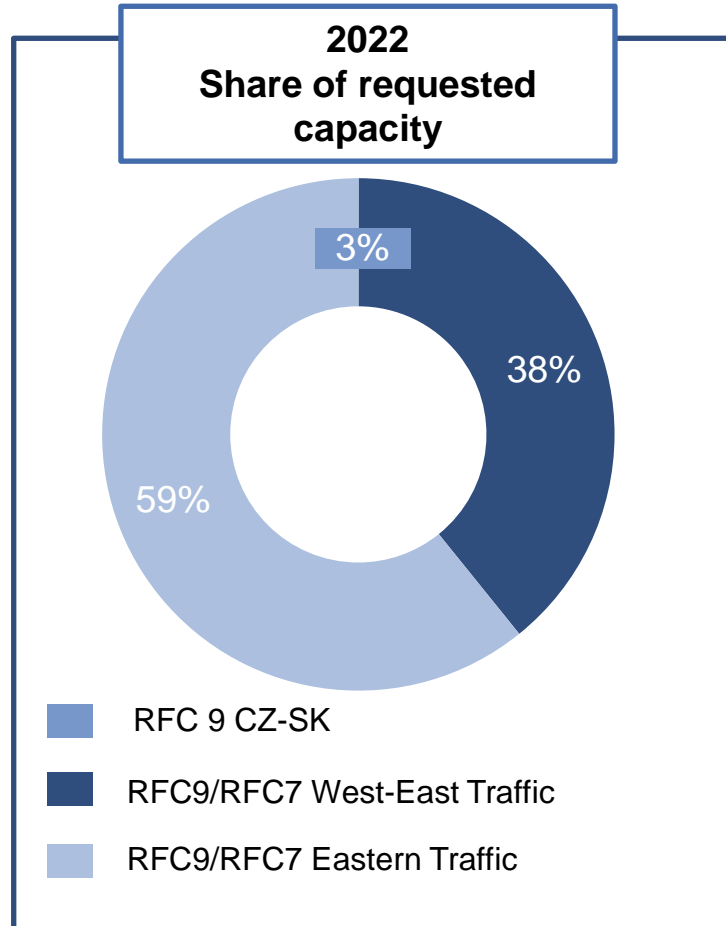


Timetable 2023



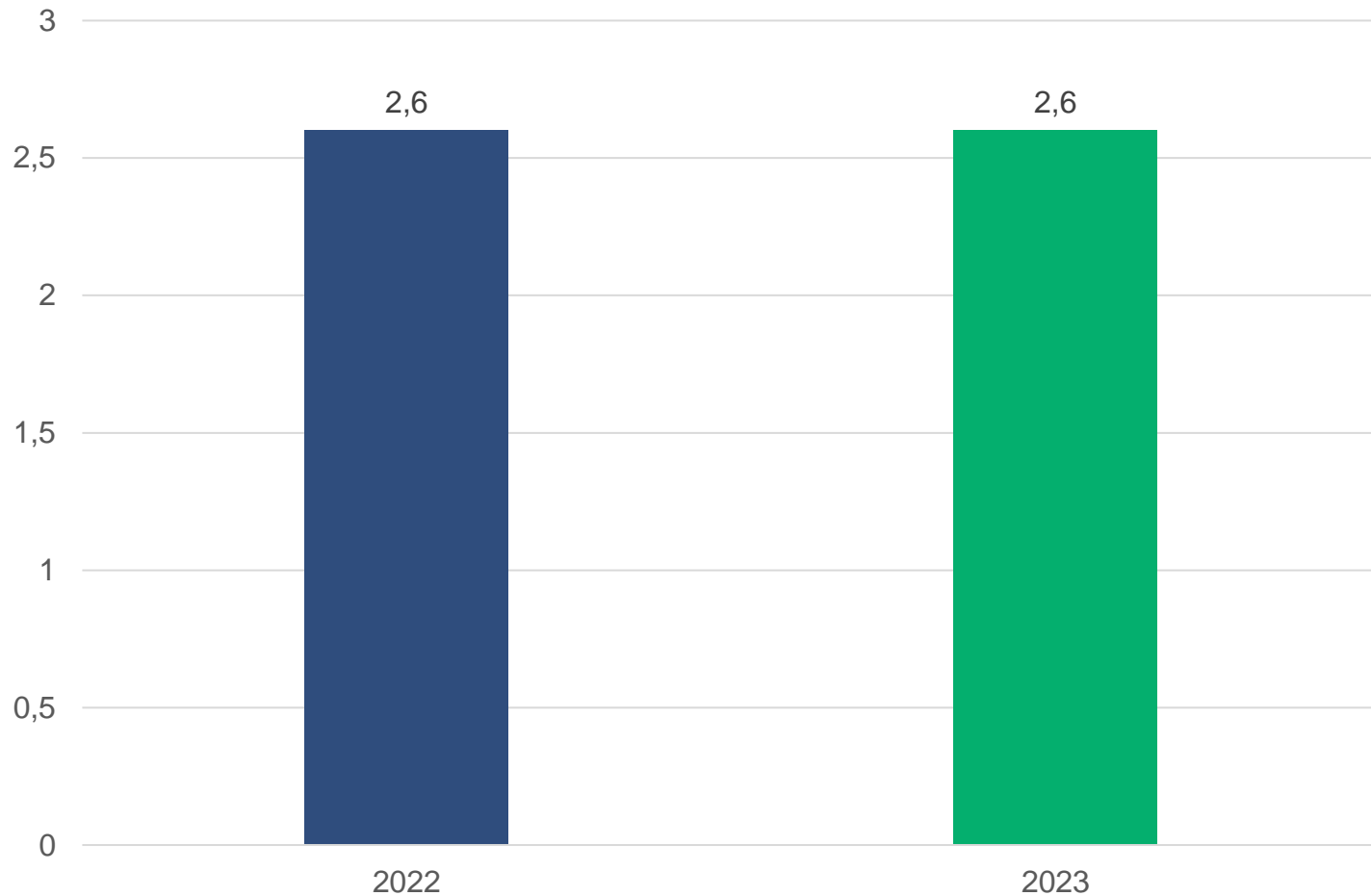
Overall figures on RFC RD including the overlapping sections with RFC OEM

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



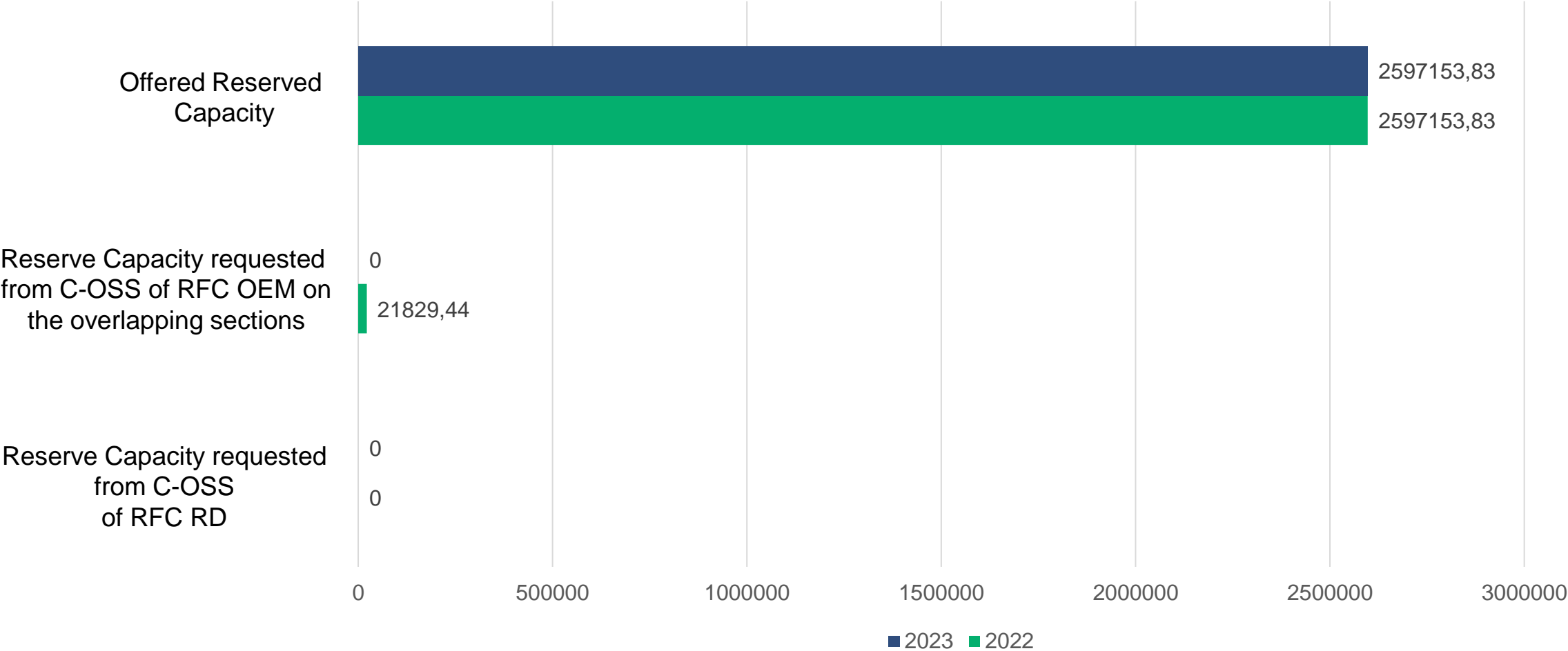
- 35,7% of the requested path-km (PaPs + Tailor Made on RFC 9) represent **Eastern traffics** in Hungary and Romania with connections to Bulgaria, Slovenia, Italy, Slovakia, Czech Republic and Poland
- 25,9% of the requested path-km represent **West-East traffics** in Germany, Austria, Hungary and Romania with connections further to Belgium and Italy
- 38,5% of the requested path-km represent **traffics between Czech Republic and Slovakia**

KPIs regarding Reserve Capacity – Comparison between timetable 2022 and 2023



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

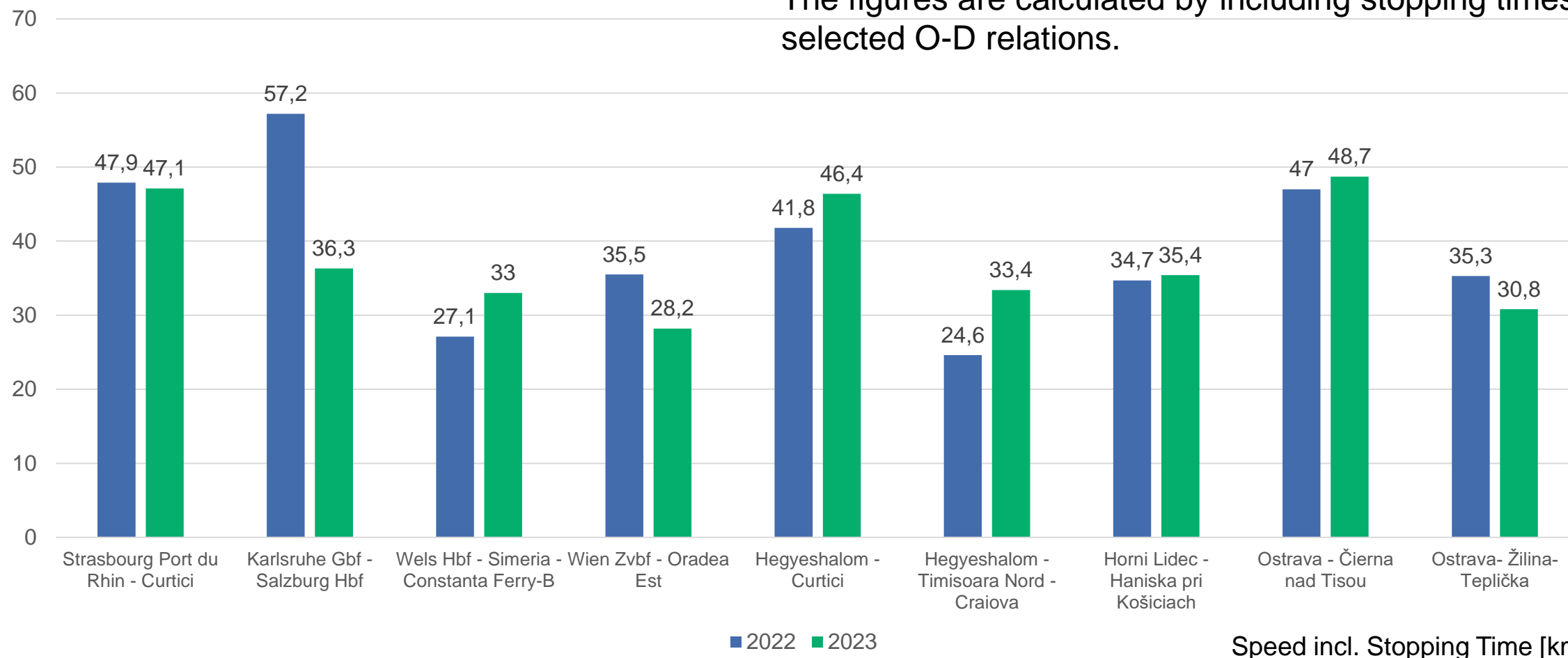
Overall Reserve Capacity requested – Comparison between timetable 2022 and 2023



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

KPI: Average planned speed of PaPs – Comparison between timetable 2022 and 2023

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



Main reasons affecting the average planned speed of PaPs

- Long dwell time is one of the major factors affecting the average planned speed negatively. For instance, the dwell time is extremely long in Curtici station, which does not belong to the Schengen zone.
- On the other hand TCRs are also a factor for longer average planned speed. For instance,
 - due to the reconstruction of line Békéscsaba – Lőkösháza border, trains had to be diverted via Episcopia Bihor,
 - TCRs in Germany between Karlsruhe and Salzburg with longer dwell times at Augsburg and Salzburg.

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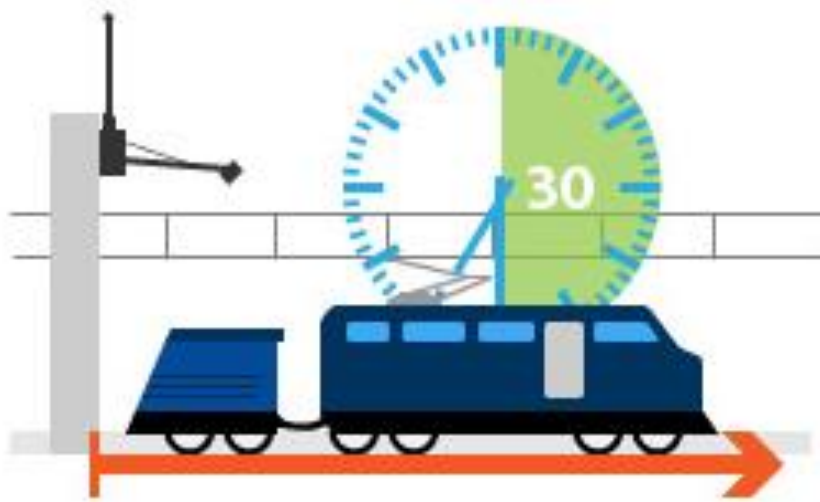
Further information

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 – Comparison between 2021 and 2022

Punctuality at origin (RFC entry)

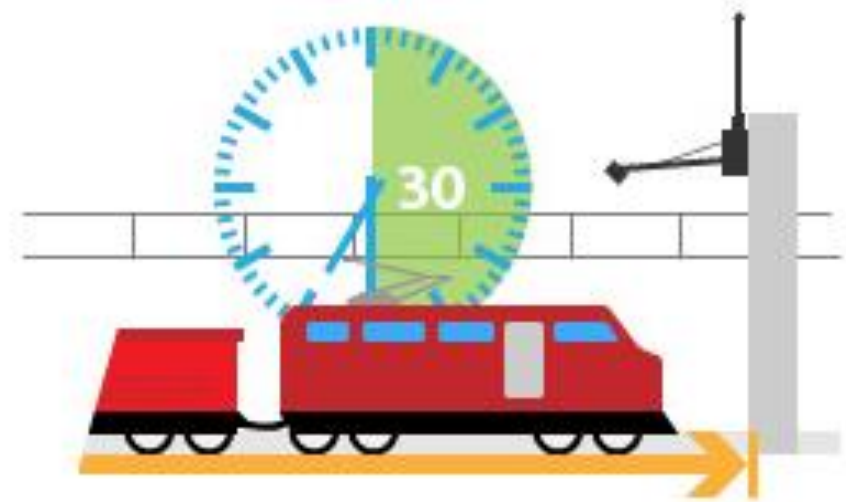


2022 51%

2021 55%

(delay ≤ 30 minutes)

Punctuality at destination (RFC exit)



2022 41%

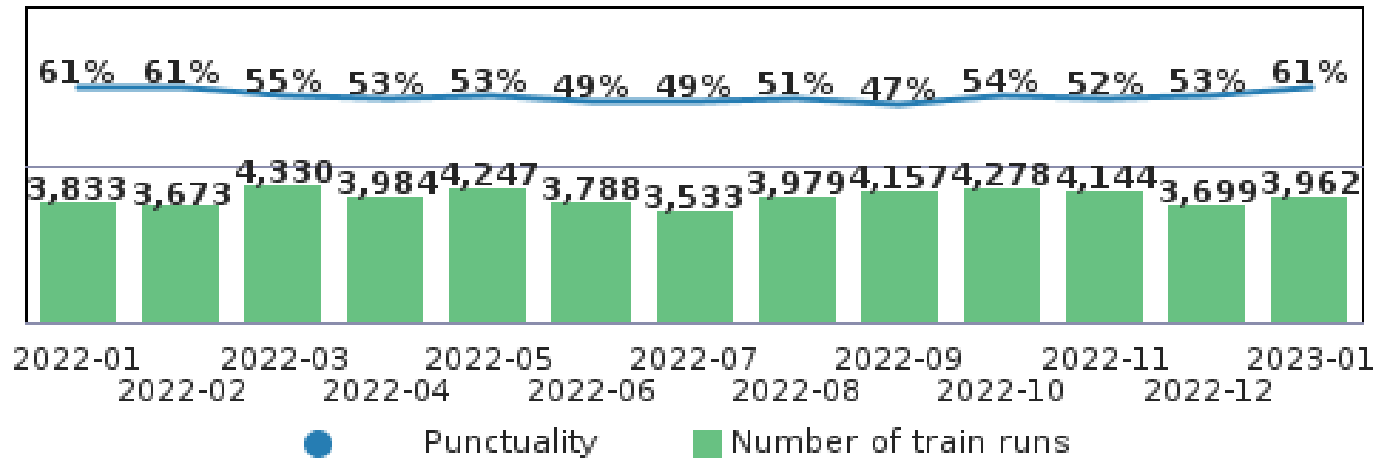
2021 47%

(delay ≤ 30 minutes)

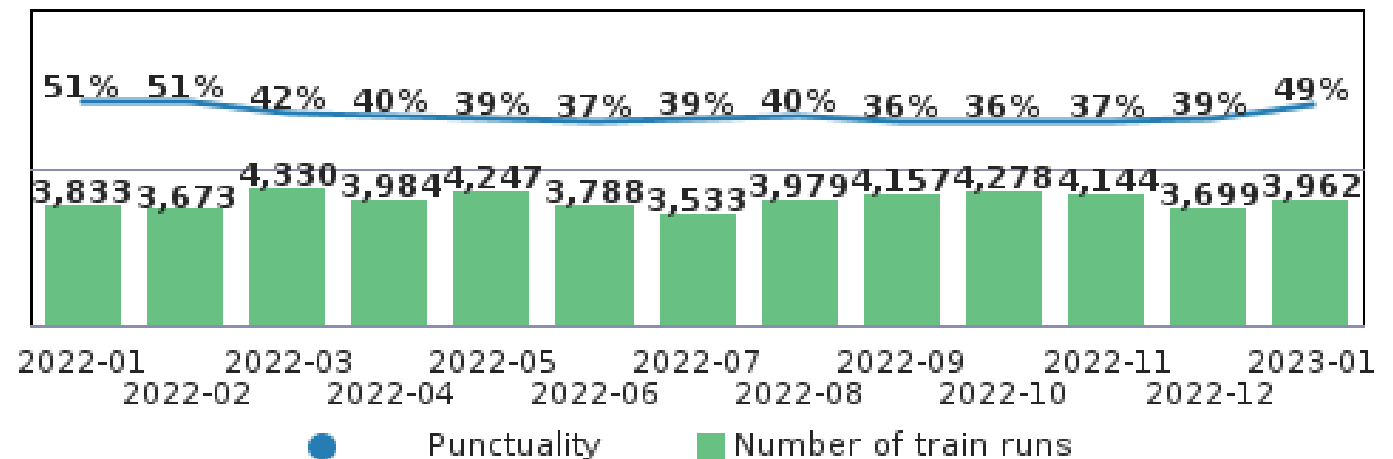
A corridor train is considered to be punctual if it has a delay of 30 minutes or less.

Monthly development

RFC Entry

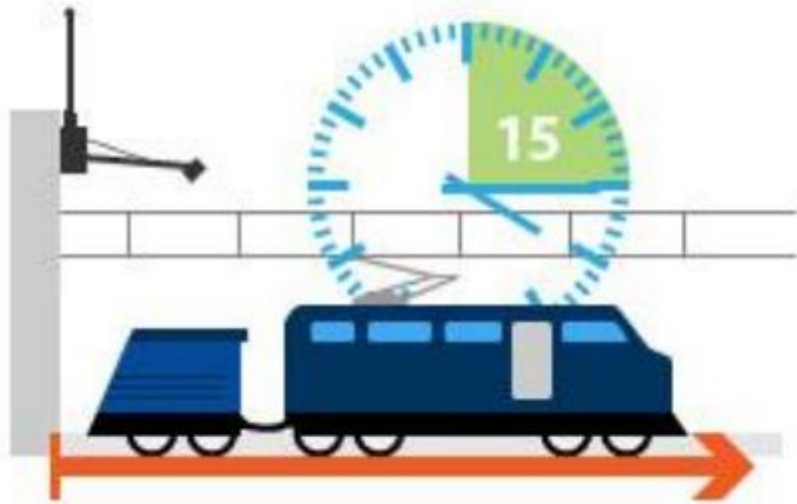


RFC Exit



KPIs for Punctuality – Comparison between 2021 and 2022

Punctuality at origin (RFC entry)

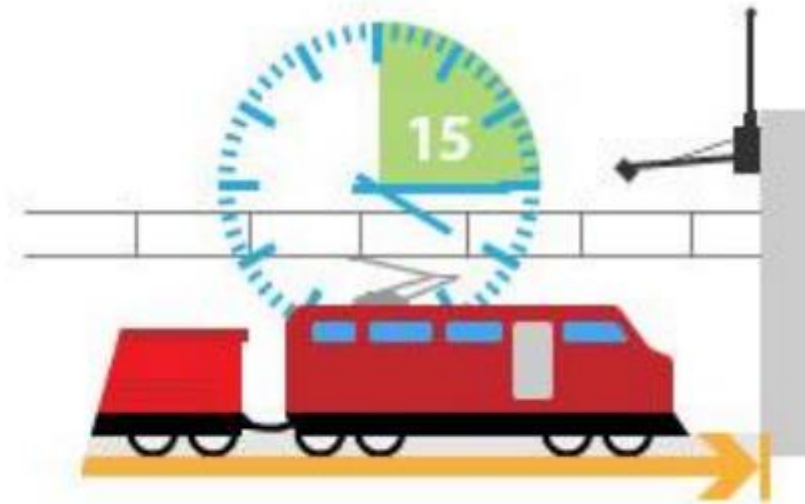


2022 45%

2021 49%

(delay ≤ 15 minutes)

Punctuality at destination (RFC exit)



2022 37%

2021 42%

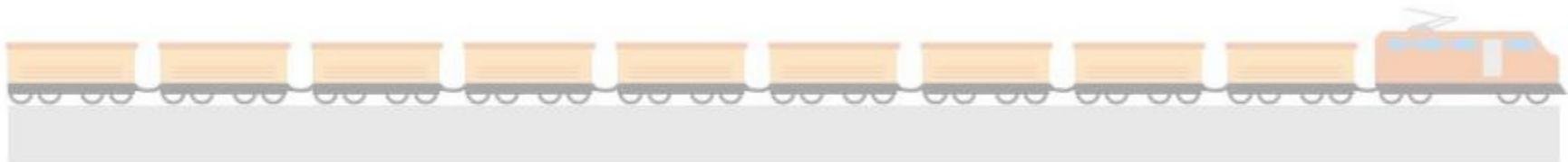
(delay ≤ 15 minutes)

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

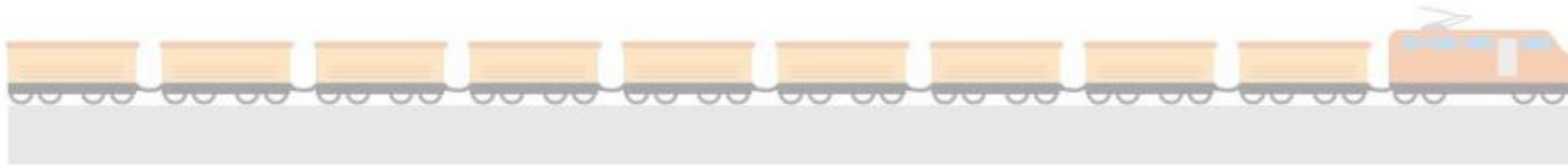
Number of trains crossing a border along the RFC – Comparison between 2021 and 2022



- 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.



KPI: Train kilometers of trains crossing a border along the RFC in 2022



43 579 967
Train km

This KPI was introduced in 2022.

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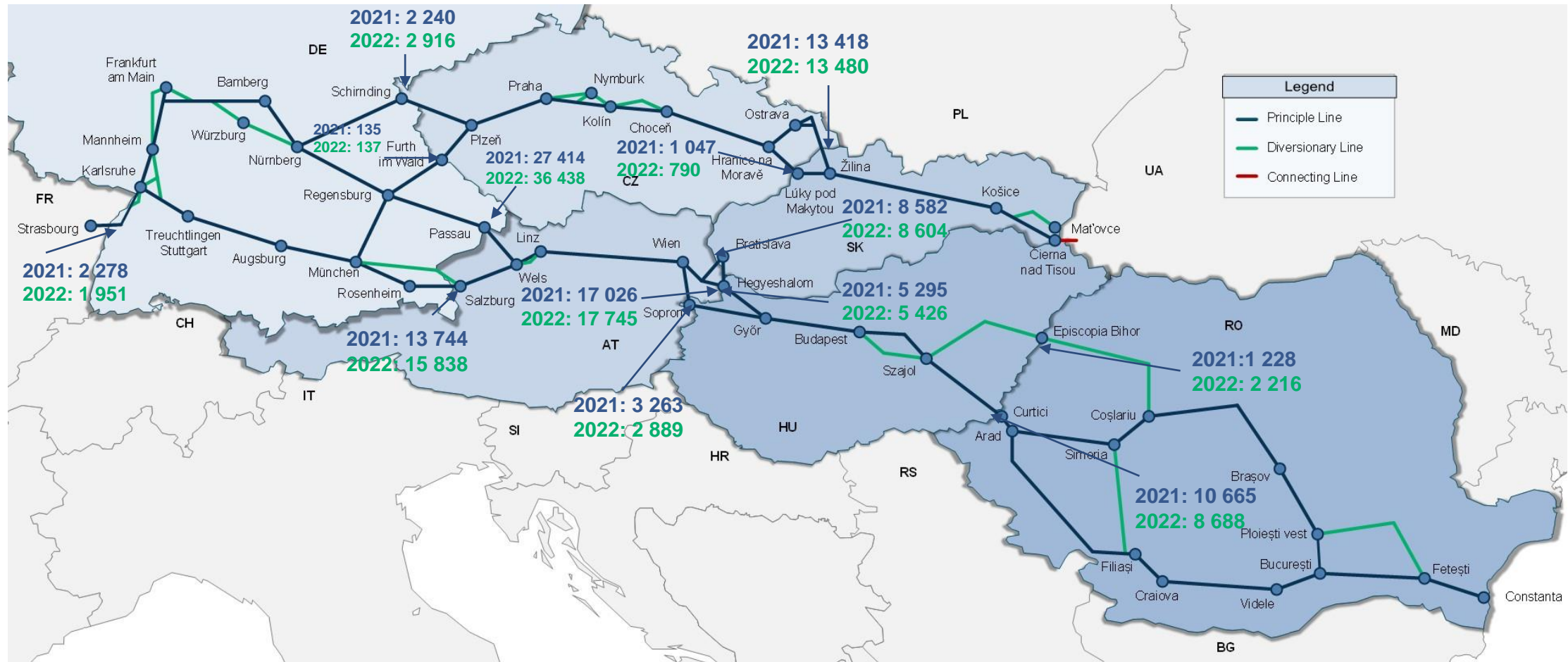
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KPIs for Market Development

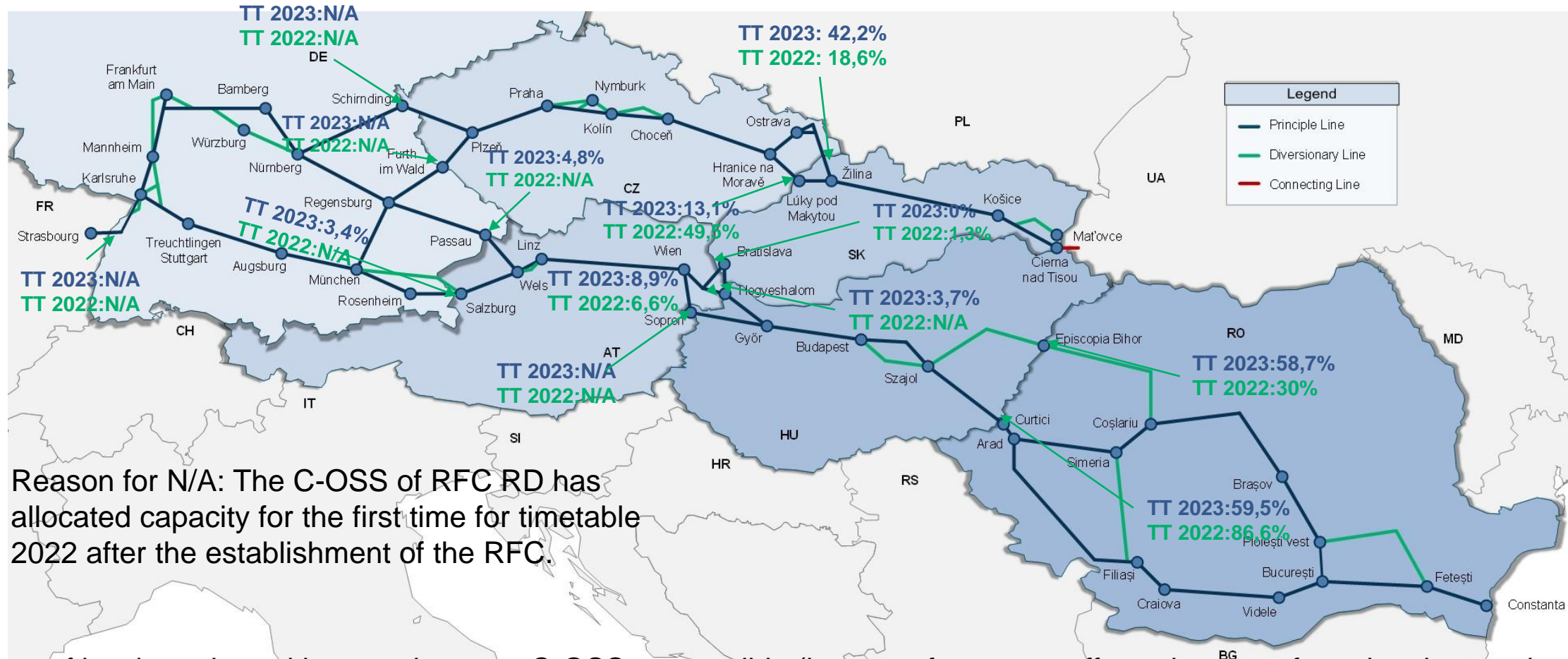
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Further information

Number of trains per border – Comparison between 2021 and 2022



Ratio of capacity allocated by the C-OSS and the total allocated capacity – Comparison between timetable 2022 and 2023



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:
[Guidelines_KPIs_of_RFCs_V4.0.pdf \(rne.eu\)](#)
- A simplified management-level summary of the results of the KPIs can also be found on the RNE website:
[Commonly applicable KPIs RFC Rhine-Danube \(rne.eu\)](#)
- 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:
[Documents - Rail Freight Corridor 9 \(rfc-rhine-danube.eu\)](#)