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Easier, faster, safer

Draft Performance Report 2023

Funded by the European Union

CONTENT

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1. INTRODUCTION

Article 19.2 of Regulation EU 913/2010 requires the Management Board of the RFCs to monitor the performance of rail freight services on the freight corridor and publish the results of this monitoring once a year.

This annual publication is based on the RNE Guidelines "Key Performance Indicators" of the Rail Freight Corridors". These KPI's enable to follow the overall performance of the Corridor.

To be able to easily understand the figures in this report, a clear explanation is foreseen on how the calculation was made and what is measured for each indicator.

The indicators are divided into three business fields.

- Capacity management
- Operations
- Market development

These KPI's are commonly applicable to all RFC's, were developed by a joint RNE/RFC project team and have been coordinated with external stakeholders such as RUs and MoTs.

Besides these common KPIs, RFC North Sea - Mediterranean also publishes some other measured data.

2. CHOOSING PERFORMANCE INDICATORS

The KPIs and other measured data (MD) in this performance monitoring report were chosen on the basis
of the following parameters:

- **Measurability: performance should be measurable with the tools* and resources available on the corridor**
- **Clarity: KPI and MD should be understandable to the public it is designed for**
- **Comparability: KPI should be comparable across time and region**
- **Relevance and empowerment: KPI/MD should provide information on which project decisions can be based**

** The data is provided by RNE's PCS and TIS, while the data processing tool is OAS. If the necessary data is not available in RNE's IT tools, the RFC collects the data via their IMs from national tools.*

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3. CAPACITY MANAGEMENT

The following pages will provide insight into the capacity that has been published by the C-OSS, and the requests that have been received & pre-booked for this capacity.

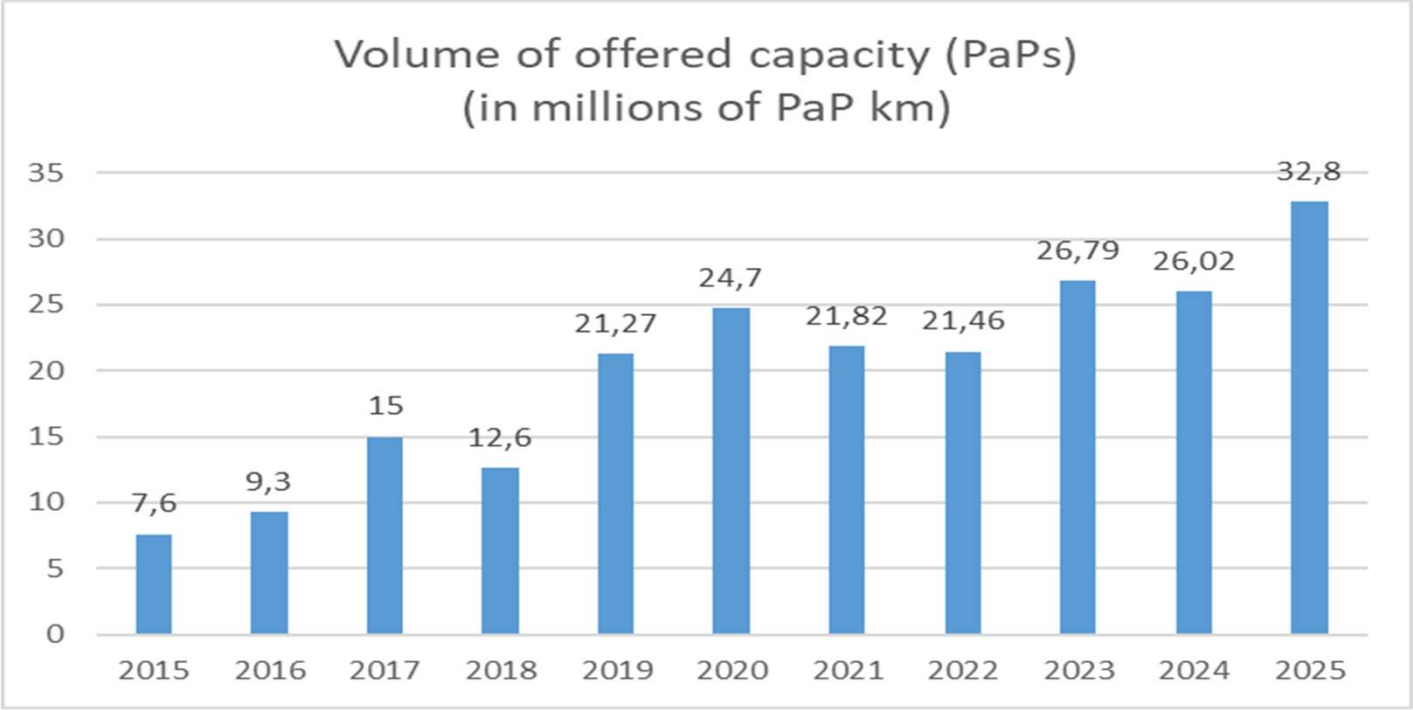
Capacity on the Corridor is published in the form of Pre-arranged Paths (PaP) and Reserve Capacity, via the online platform PCS

The RP-Rolling Planning in the frame of the TTR Pilot Amsterdam-Brussels is also taken into account in the Reserve Capacity.
This Rolling Planning is different from the TTR Rolling Planning.

3.1. Volume of offered capacity (PaPs)

This KPI displays the volume of PaPs that has been published by the C-OSS in January 2014 to 2024 for the timetables 2015 to 2025.

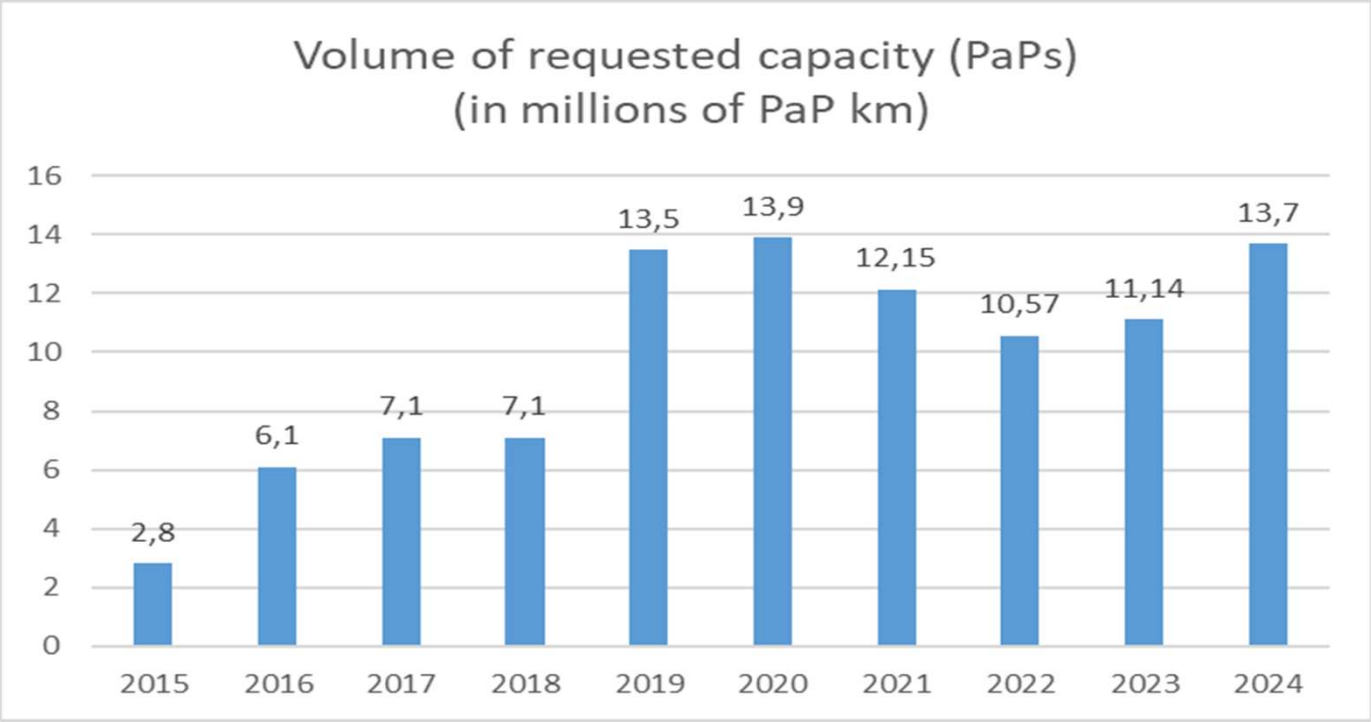
A total of **32,8 million KMs** were published as PaPs for TT2025
(+26% compared to TT2024)



The main reason for the increase in the offer is the growing market between Spain & Northern Europe.
The objective of publishing 100% of the pre-constructed paths crossing an RFC border as "PaPs" for TT2025, has been achieved

3.2. Volume of requested capacity (PaPs)

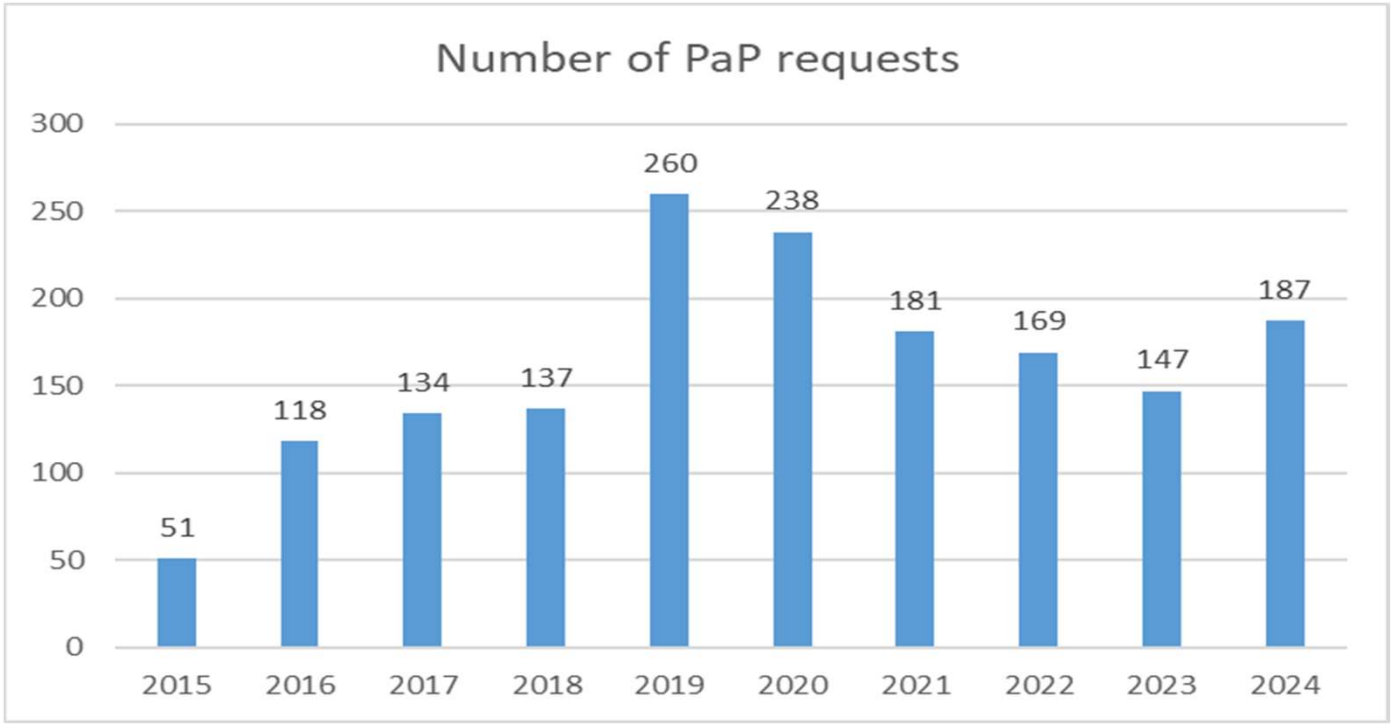
This KPI displays the volume of requested PaPs that have been received by the C-OSS for the annual timetables 2015 to 2024.
Feeder and outflow sections as well as overlapping sections (with other RFCs) are not included.
Measured annual timetables 2015 to 2024 at the deadline for submitting path requests = X-8



An increase of 22% is noticeable, compared to TT2023

3.3. Number of requests (PaPs)

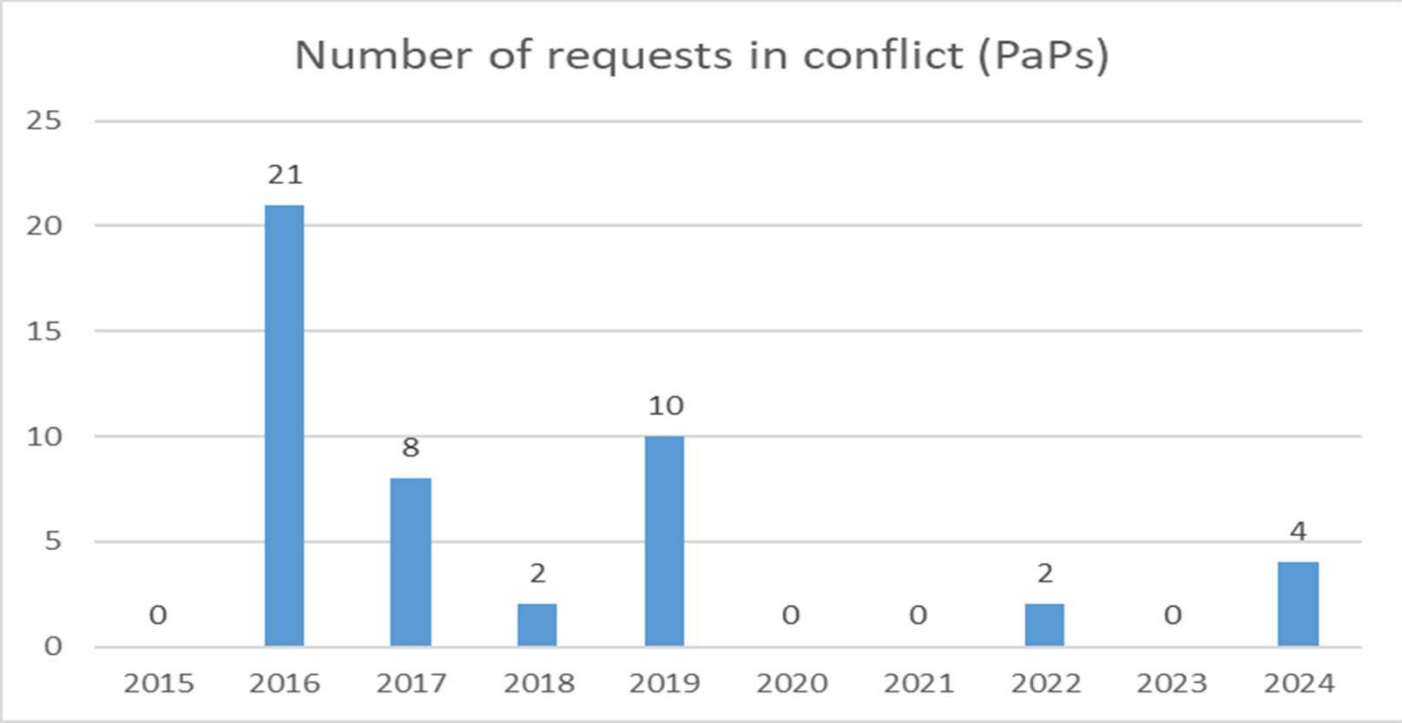
This KPI displays the number of PaP requests that have been received by the C-OSS for the annual timetables 2015 to 2024 = number of PCS dossiers submitted at the deadline for submitting path requests in the annual timetable process.



An increase of 27,2% is noticeable compared to TT2023.

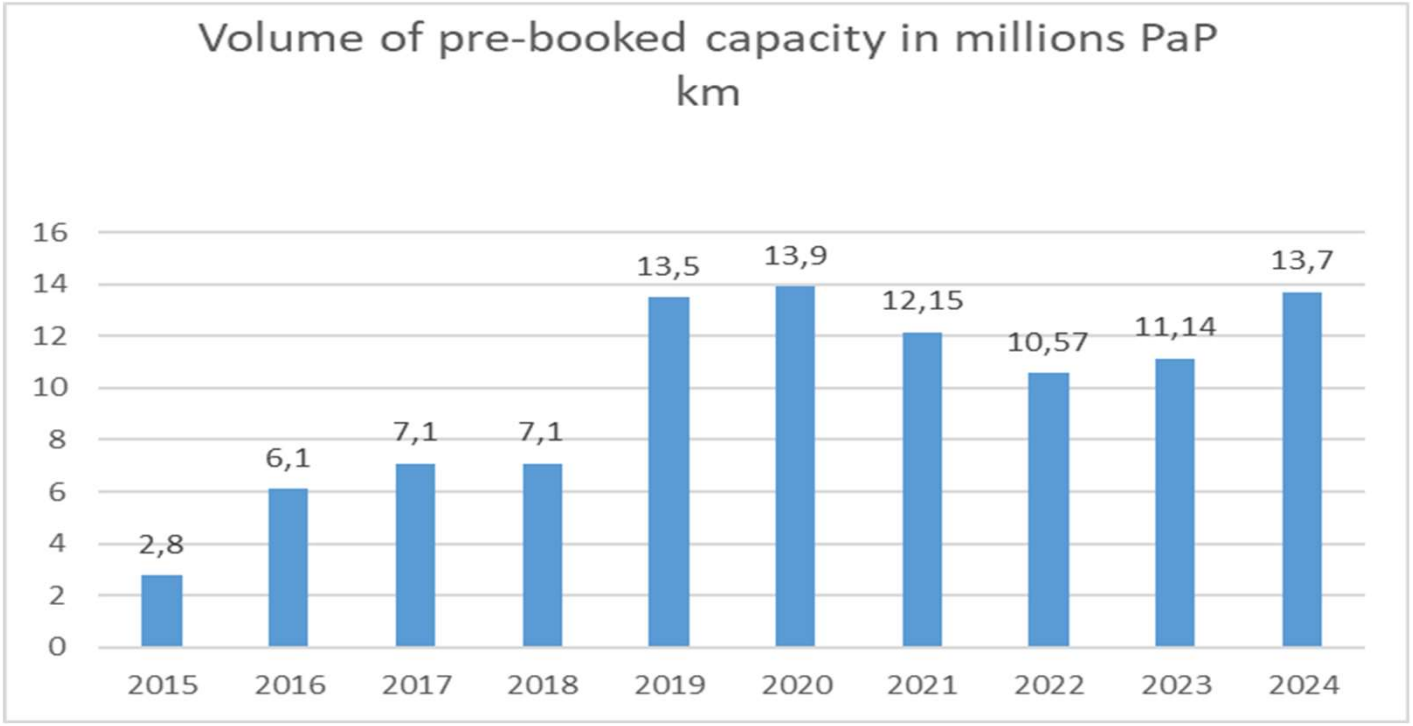
3.4. Number of requests (PaPs) in conflict

This KPI displays the number of PaP requests that have been received by the C-OSS for the annual timetables 2015 to 2024 = number of PCS dossiers submitted at the deadline for submitting path requests which are in conflict with at least one other dossier for PaPs on the same RFC.



3.5. Volume of pre-booked capacity (PaPs)

This KPI displays the volume of pre-booked capacity by the C-OSS of for the annual timetables 2015 to 2024 at X-7,5

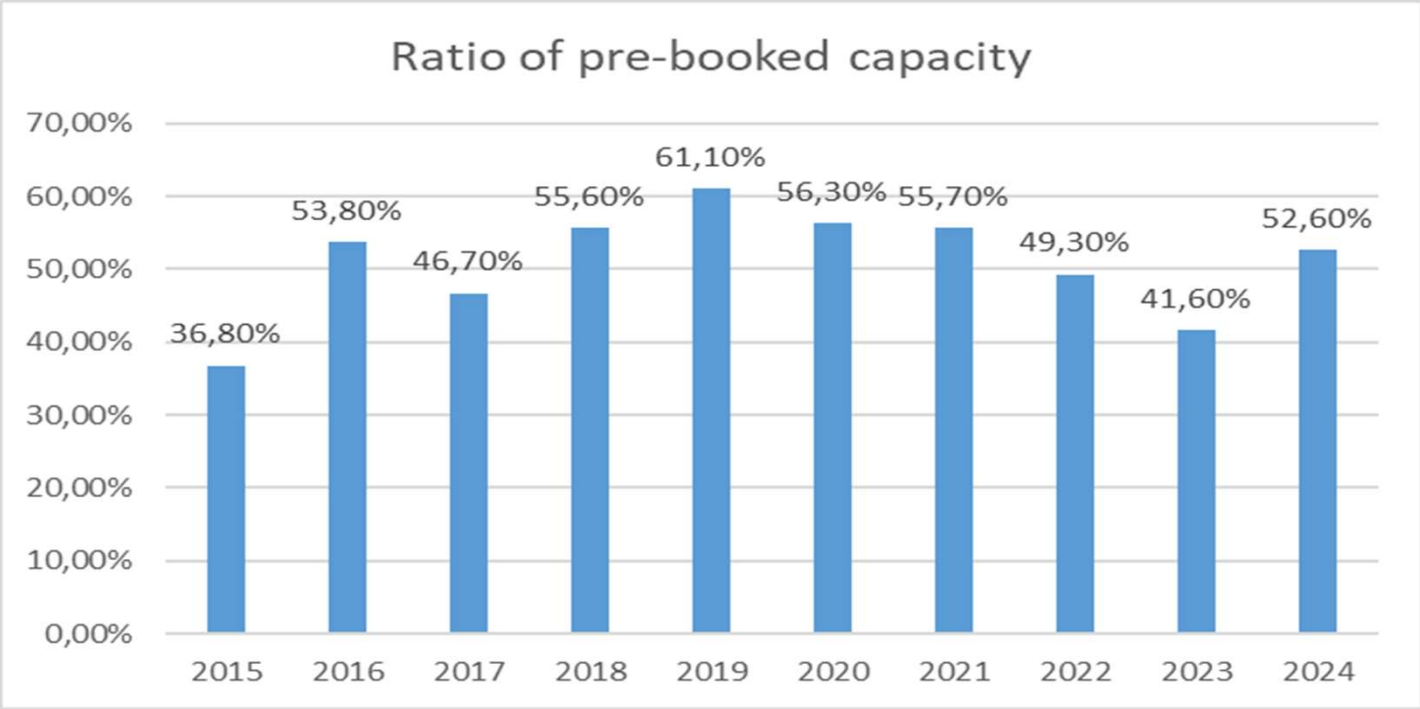


An increase of 23% is noticeable compared to TT2023

The difference between pre-booked & requested capacity has no impact on the pre-booked figures due to rounding.

3.6. Ratio of Pre-Booked Capacity (PaPs)

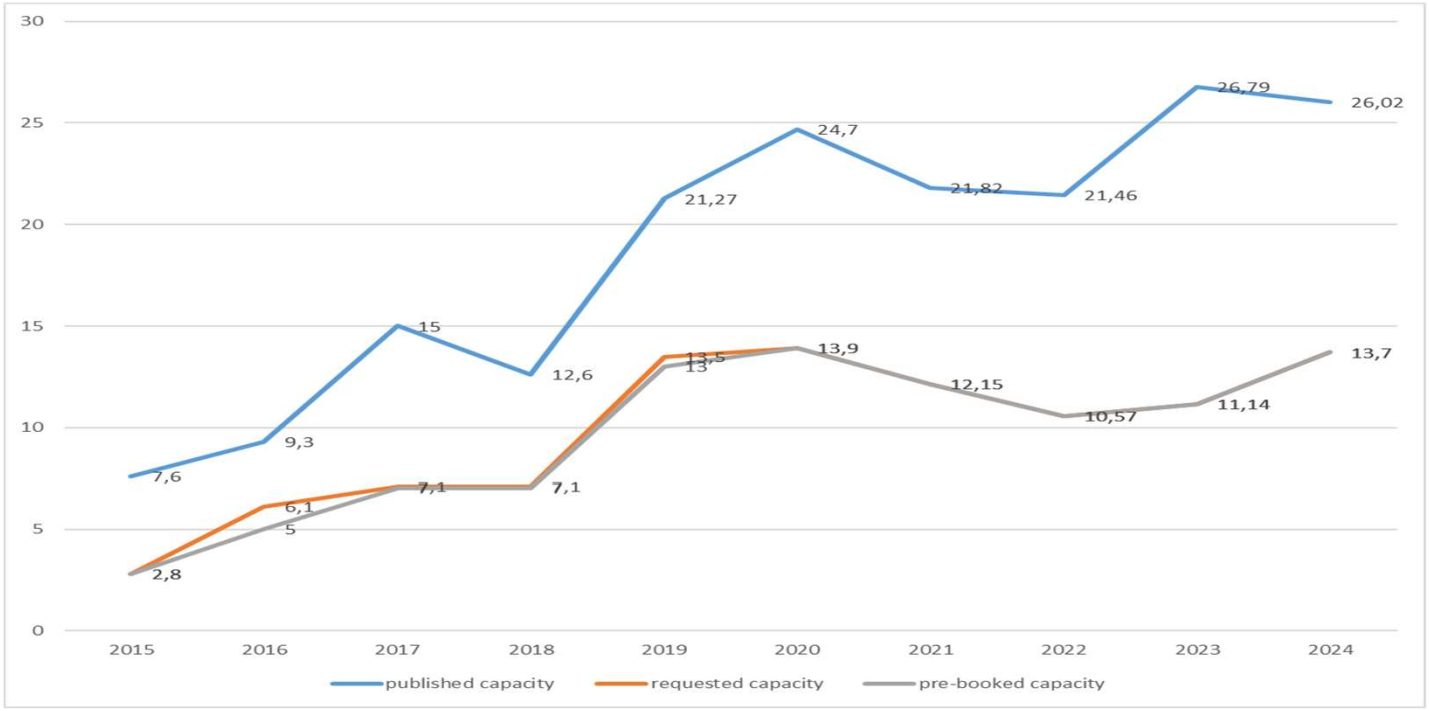
This KPI displays the ratio of the Volume of Pre-Booked Capacity (at X-7.5) to the Volume of Offered Capacity (at X-11) for the annual timetables 2015 to 2024.
This KPI has been calculated retroactively only for period before 2023 and was published for the first time in 2023.



The objective to reach a threshold of 50% of the pre-booked capacity compared to the published capacity for TT2024, has been achieved.

3.7. Summary of Published / Requested / pre-booked capacity (PaPs)

This measured data compares the published, requested & pre-booked capacity for the annual timetables 2015 to 2024.
This measured data is based on the statistics communicated to RNE via the C-OSS Community.



The difference between pre-booked & requested capacity has no impact on the pre-booked figures due to rounding.
The objective to reach a threshold of 50% of the pre-booked capacity compared to the published capacity for TT2024, has been achieved.

3.8. Average Planned Speed of PaPs

This KPI compares the average speed of PaPs on predefined Rail Freight Corridor North Sea – Mediterranean routes with the PaPs on the corresponding lines for the previous year.
For each the corridor route, an objective has been defined in the Corridor Implementation Plan.

The goal of this KPI is to be able to determine the evolution of the speed of the PaPs over time.

KM/h per Corridor Route									
Route including	Length Km	Catalogue TT 2013	Catalogue TT 2019	Catalogue TT 2020	Catalogue TT 2021	Catalogue TT 2022	Catalogue TT 2023	Catalogue TT 2024	Catalogue TT 2025
Antwerp - Basel	748,8	57	52,2	55,1	54,4	55,7	59,4	61,2	55,4
Antwerp - Bettembourg	343,7	60,7	57,8	57,4	54,9	56,0	57,4	57,8	56,7
Antwerp - Uckange via Artère Nord Est	395,1	n.a.	n.a.	n.a.	n.a.	n.a.	63,1	64,8	63,3
Rotterdam-Antwerp	74,3	53,4	64,6	64,1	64,1	62,59	64,8	62,8	62,8
Metz - Lyon	454,1	n.a.	69,2	65,3	66,5	62	71,5	67,6	68,5
Dunkerque - Liège	311,1	n.a.	55,1	58,7	58,7	59,2	52,7	58,7	74,3
Antwerp - Paris	403,7	n.a.	n.a.	n.a.	n.a.	n.a.	43,2	39,2	44,7
Mont St. Martin - Basel	425,9		46,4	50,5	51,9	52	n.a.	n.a.	56,9
Antwerp - Lille	125,4		51,4	49,2	61,9	47,8	n.a.	n.a.	n.a.
Lille - Paris	247,3		69,2	68,5	70,7	57,3	n.a.	n.a.	n.a.

➔ Journey times include commercial and operational stops
The last 2 sections were not published last year due to insufficient samples

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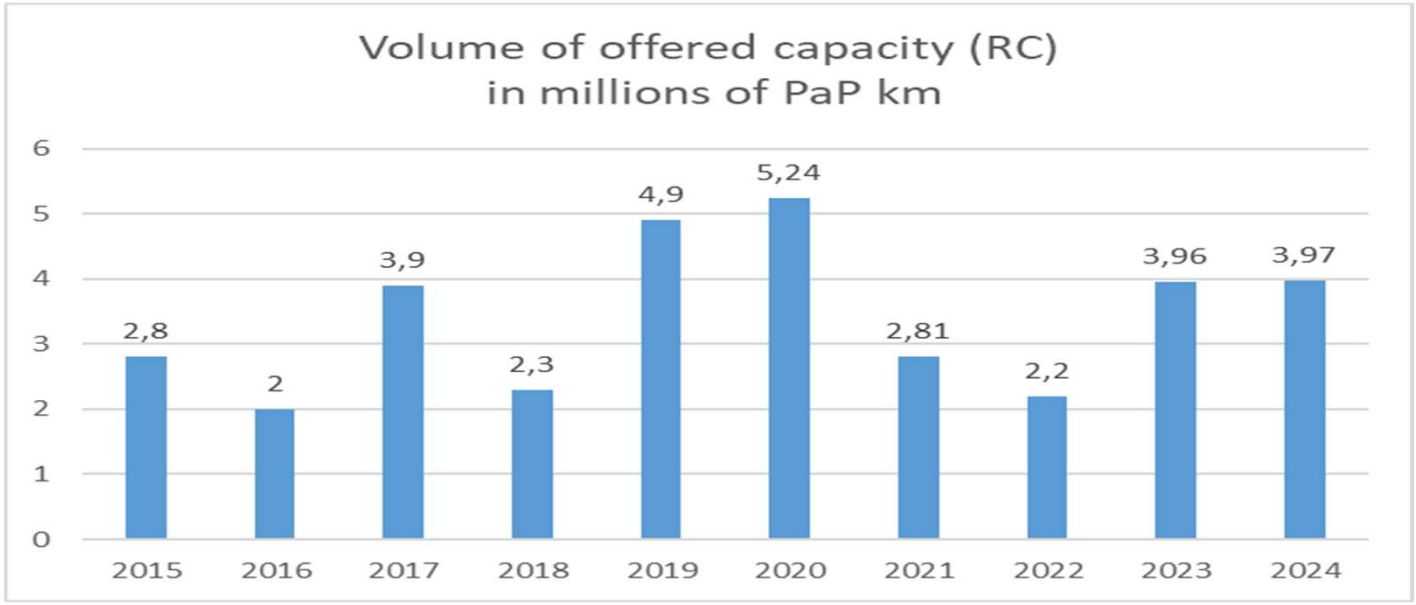
3.9. Volume of offered capacity (RC)

This KPI displays the volume of Reserve Capacity that has been published by the C-OSS in October 2014 to 2023 for the timetables 2015 to 2024.

A total of **3,97 million KMs** were published as Reserve Capacity for TT2024
(similar volume compared to TT2023)*



*Rolling Planning was offered from TT2020 to TT2024

Please note the Rolling Planning capacities included in these publications in the frame of the Amsterdam-Brussels TTR pilot are not totally the same as foreseen in TTR.
The objective to reach 10% of the capacity provided in the yearly TT PaP catalogue was reached.

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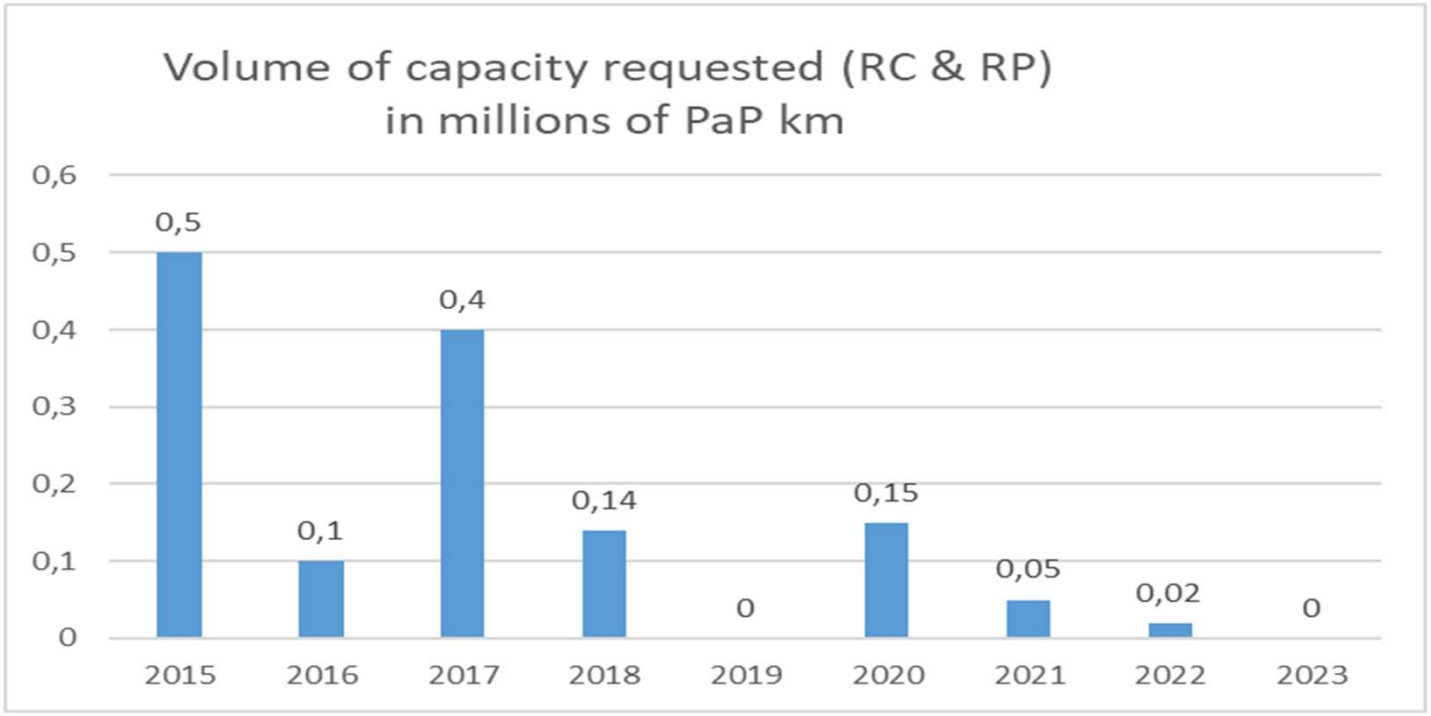
3.10. Volume of requested capacity (Reserve Capacity & Rolling Planning)

This KPI displays the volume of requested Reserve Capacity & Rolling Planning that have been received by the C-OSS for the annual timetables 2015 to 2023.



*Rolling Planning was offered from TT2020 to TT2024

Please note the Rolling Planning capacities included in these publications in the frame of the Amsterdam-Brussels TTR pilot are not totally the same as foreseen in TTR

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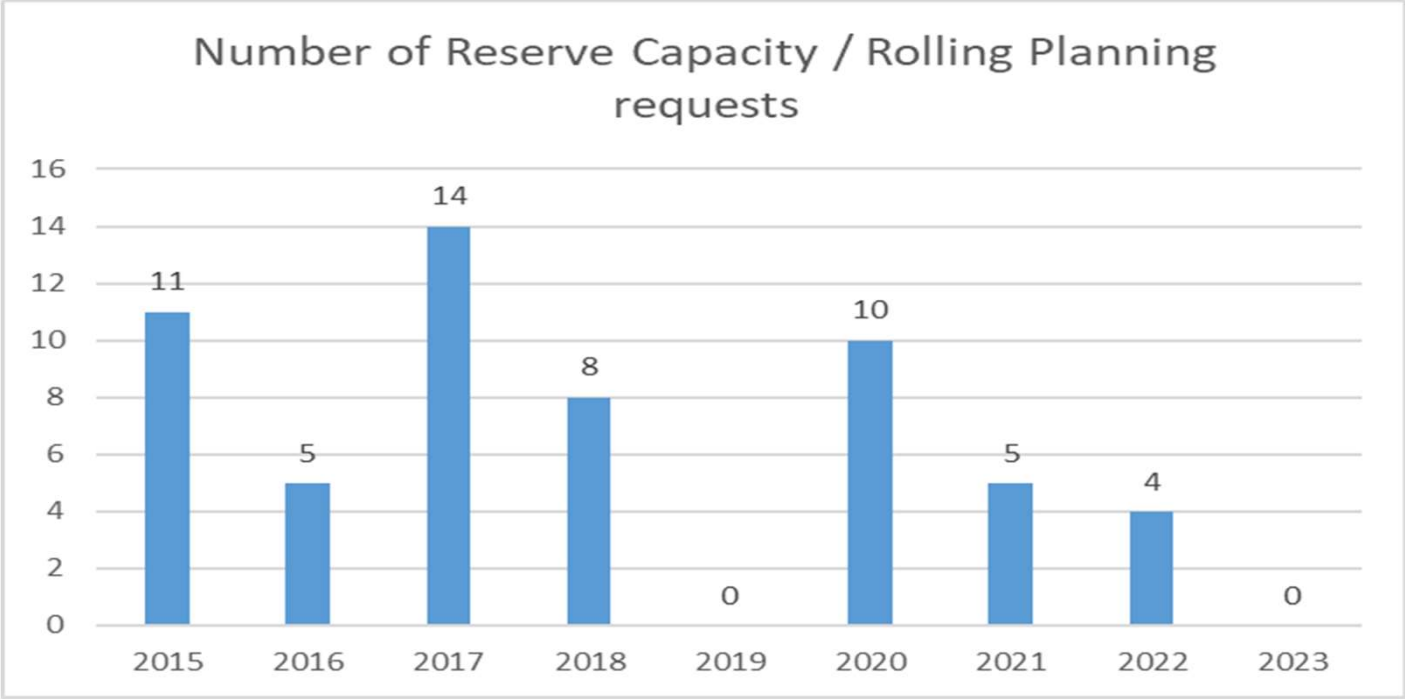
3.11. Number of requests (Reserve Capacity & Rolling Planning)

This KPI displays the number of Reserve Capacity Requests & Rolling Planning requests that have been received by the C-OSS for the annual timetables 2015 to 2023 (= number of PCS dossiers requested).



*Rolling Planning was offered from TT2020 to TT2024

Please note the Rolling Planning capacities included in these publications in the frame of the Amsterdam-Brussels TTR pilot are not totally the same as foreseen in TTR

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3.12. Relation between CNAs, offer & request in terms of amount of PaPs

This measured data compares the amount of Capacity Needs Announcements, the amount of offered PaPs & the amount of requested PaPs.
The goal of this MD is to be able to determine if the offered PaPs correspond to the market needs.

Please note the Antwerp – Rotterdam & the Antwerp – Bettembourg offers are mainly based on generic catalogues.
As such it is normal to notice a lower demand compared to a larger offer.

Route	TT2019			TT2020			TT2021			TT2022			TT2023			TT2024		
	Expressed Capacity Wishes per Corridor Route	Offer per Corridor Route	Requested per Corridor Route (PaP and/or f/o)	Expressed Capacity Wishes per Corridor Route	Offer per Corridor Route	Requested per Corridor Route (PaP and/or f/o)	Expressed Capacity Wishes per Corridor Route	Offer per Corridor Route	Requested per Corridor Route (PaP and/or f/o)	Expressed Capacity Wishes per Corridor Route	Offer per Corridor Route	Requested per Corridor Route (PaP and/or f/o)	Expressed Capacity Wishes per Corridor Route	Offer per Corridor Route	Requested per Corridor Route (PaP and/or f/o)	Expressed Capacity Wishes per Corridor Route	Offer per Corridor Route	Requested per Corridor Route (PaP and/or f/o)
Including	Average paths per day, both directions combined																	
Antwerp - Basel	23	26	11	26	22	19	28	28	23	41	34	33	40	40	30	40	40	34
Antwerp - Bettembourg	5	40	20	4	65	10	7	71	18	7	49	30	7	59	14	7	53	20
Mont-St-Martin - Basel	24	20	20	22	18	18	11	16	20	7	6	14	3	3	1	1	1	5
Rotterdam - Antwerp	8	37	5	6	32	1	14	55	14	11	59	27	11	58	22	10	78	31
Antwerp - Lyon	8	4	7	3	5	2	0	0	0	2	2	2	2	4	2	8	4	4
Antwerp - Lille	30	19	22	24	20	10	18	16	12	12	10	16	4	4	0	11	11	5
Lille/Somain - Paris	16	13	9	12	13	4	4	4	4	0	0	0	0	0	0	2	2	2
Metz - Lyon	47	29	13	36	36	30	40	38	25	36	40	29	48	48	31	46	46	36
Dunkerque - Liège	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0
Calais - Metz	12	6	5	17	14	7	8	8	6	4	2	2	4	4	2	6	6	4

The vast majority of the Capacity Needs Announcements were taken into account in the offer.

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4. OPERATIONS

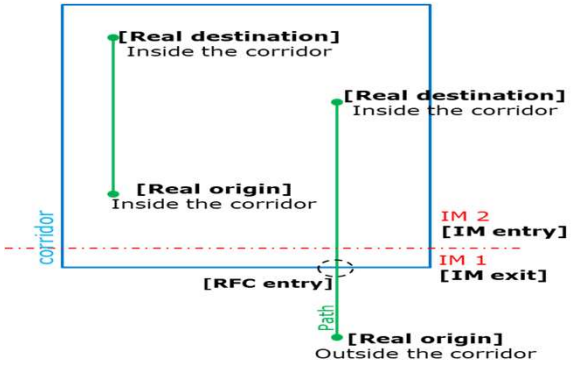
4.1 Corridor Punctuality at Origin and Destination

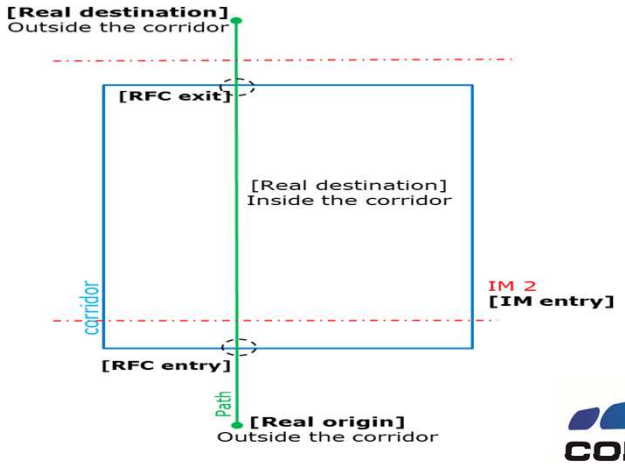
Punctuality calculation is based on the Train Information System (TIS) data at defined measuring points.
This KPI shows the average punctuality of trains running at the entry and exit of the Corridor, through different delay thresholds.

Yearly punctuality KPI 2023		15 minutes threshold	30 minutes threshold
At Origin (RFC Entry)	NS	70%	79%
	SN	71%	79%
At Destination (RFC Exit)	NS	61%	70%
	SN	63%	72%

Source TIS

- ***RFC Entry –*** *First point in the train run, which belongs to chosen RFC*
- ***RFC Exit –*** *Last point in the train run, which belongs to chosen RFC*





RFC ENTRY

RFC EXIT

Source TIS

The 2023 figures reflect a further increase in the punctuality at RFC Entry and RFC Exit compared to the last 2 years, going back thus to pre-pandemic values.

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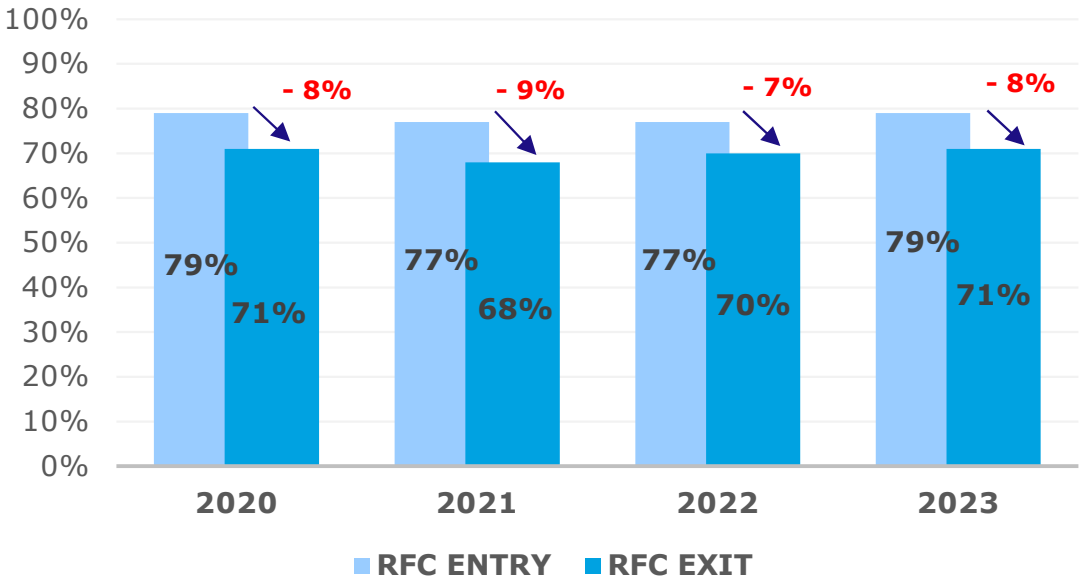
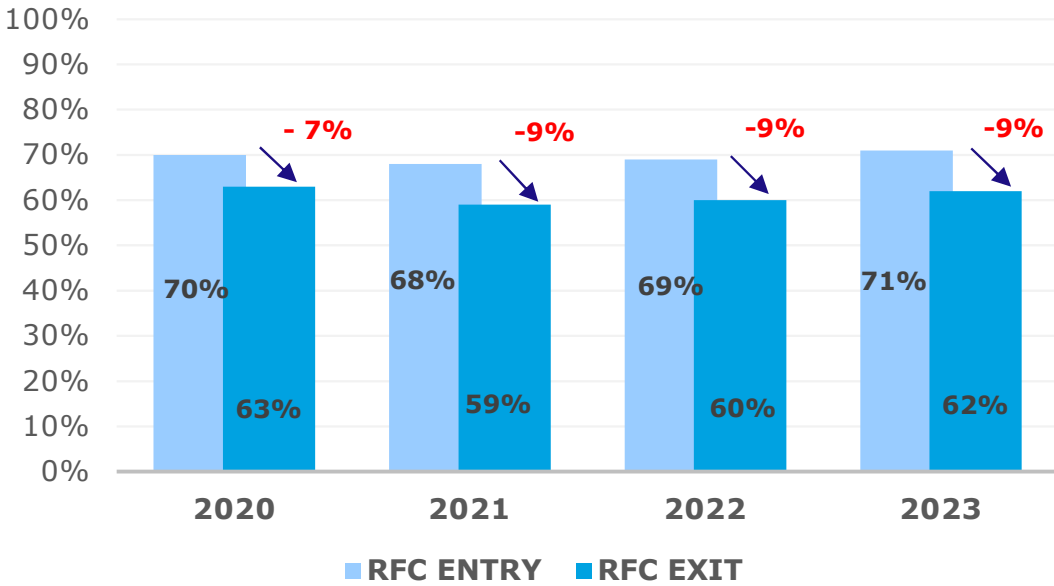
Punctuality loss between RFC Entry and Exit

Delay ≤ 30 min



Delay ≤ 15 min



Source TIS

The loss of punctuality between RFC Entry and RFC Exit varies from -7% to -9% over the last 4 years

4.2 RFC Punctuality (internal RFC NSM KPI)

This measured data shows the average punctuality of trains running on the corridor on a fixed number of locations (31 reporting points).

ANTWERP - BASEL	ANTWERP - BETTEMBOURG	ANTWERP - LILLE	BETTEMBOURG - LYON
-Y.SCHIJN	-Y.SCHIJN	-Bettembourg secteur Ouest	-Bettembourg secteur Ouest
-MUIZEN-GOEDEREN	-LEUVEN	-ANTWERPEN-W.H.-B.KALLO	-Uckange - Bât Voyageurs
-LEUVEN	-NAMUR	-MOUSCRON	-Hagondange - Bât Voyageurs
-NAMUR	-BERTRIX	-Lille-Flandres - Bât Voyageurs	-Metz-Sablon - Jonct V2/V2R
-DINANT	-Y.AUBANGE		-Barisey-la-Côte
-BERTRIX	-Bettembourg secteur Ouest		-Is-sur-Tille
-Y.AUBANGE			-Mâcon-Ville - Bât Voyageurs
-Uckange - Bât Voyageurs			-Lyon-Vaise - Bât VoyageursLyon-Vaise - Bât Voyageurs
-Woippy - Bât Voyageurs			-Tournon - Bât Voyageurs
-Rémilly - Bât Voyageurs			-La Voulte-sur-Rhône - Aig Km 634,9
-Réding - Bât Voyageurs			-Livron - Bât Voyageurs
-Vendenheim			
-Lutterbach (Haut-Rhin) - Bât Voyageurs			
-St-Louis (Haut-Rhin) - Bât Voyageurs			
-Basel SBB			
-MS - Basel SBB RB			

A train will be counted in this train list if it meets the following criteria:

- Passing a Corridor border point and
- Passing one of the predefined reporting points along the Corridor

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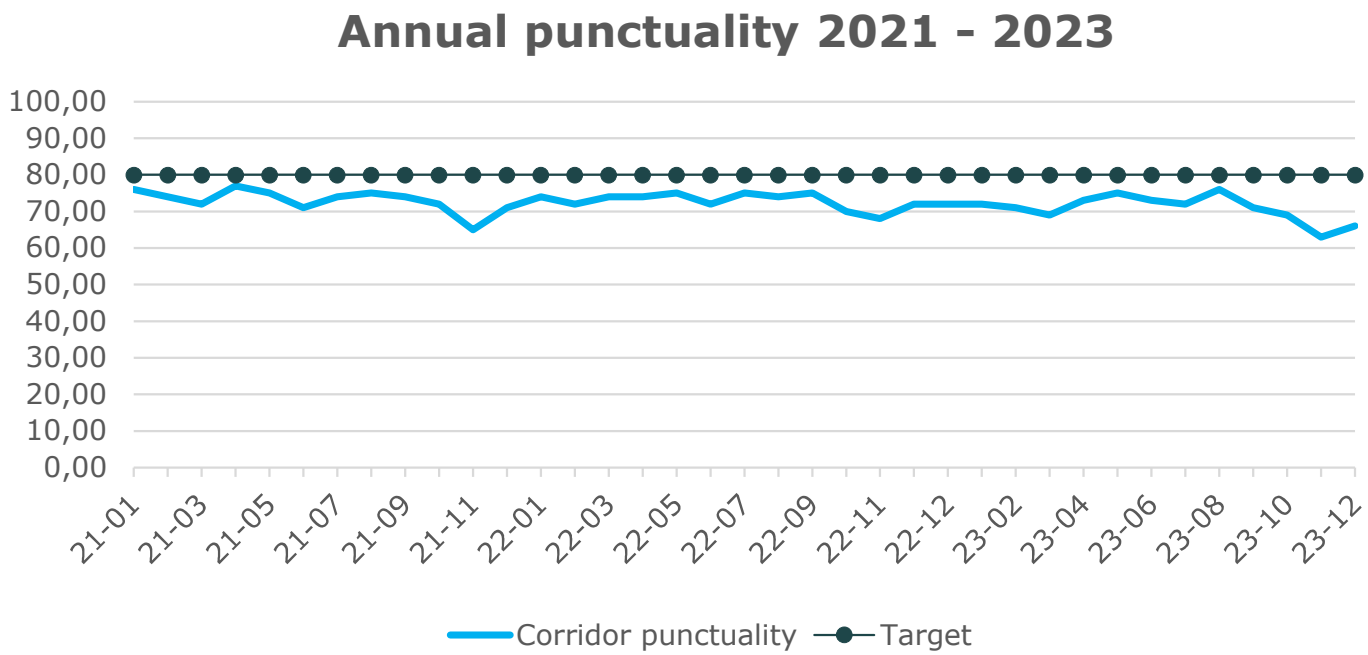
The graph below shows an overview of the average punctuality at 30 minutes thresholds, per month between 2021 and 2023.
The information used for this KPI comes from RNE tool: Train Information System (TIS).
In 2022, RNE refined their reporting tools, which now provides more accurate figures.
To be able to compare the figures of 2022 with those of 2021 it was decided to re-run the figures for 2021 based on the same methodology for 2022. However, due to technical reasons it's not possible to re-run the years before 2021.



Measured			
2020	2021	2022	2023
80%	74%	74%	76%

In 2023, the annual punctuality (30min threshold) reached 76%.
This is an increase of 2,7% compared to 2022 (74%) but not reaching the target of 80% yet (as in 2020, which was an exceptional year).
Despite an increase in figures compared to the last 3 years, the noticeable drop at the end of 2023, mainly due to RU causes (train preparation, formation, loading irregularities, staff issues…), and social movements in France, significantly lowered the average annual punctuality.

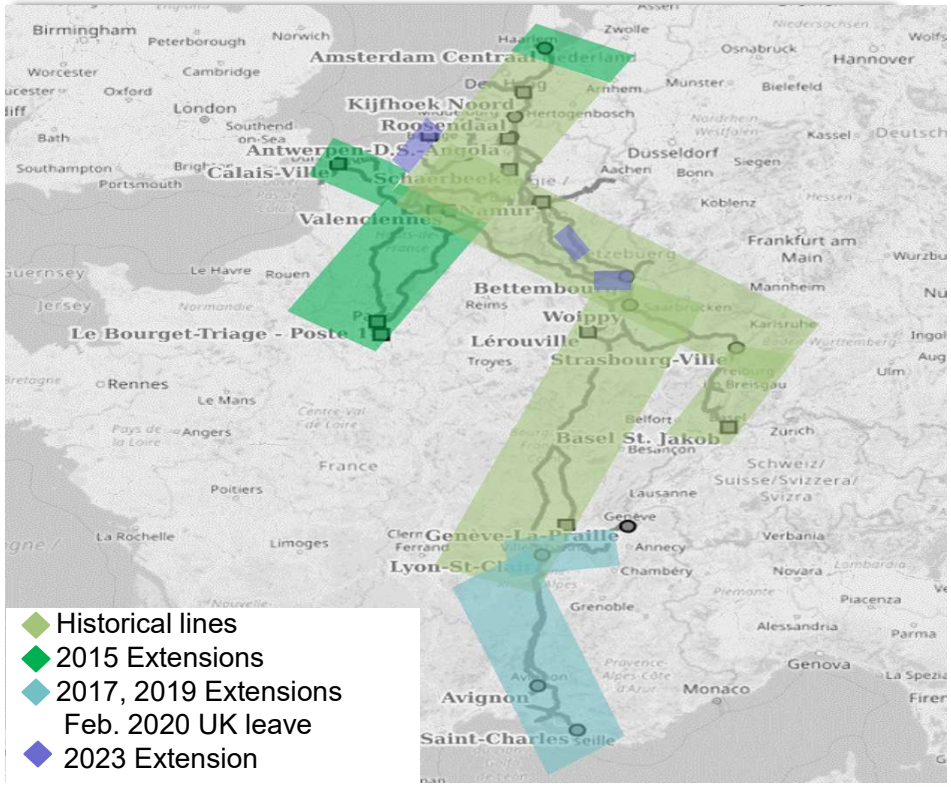
4.3 Number of trains crossing a border along the RFC

This KPI displays all corridor trains on the Rail Freight Corridor North Sea – Mediterranean.
It is to highlight that international train running on RFC North Sea – Mediterranean and crossing 2 borders are only counted once.

Data used per border :

Border location name	
Prorail	Infrabel
Roosendaal Grens Sas van Gent	Essen Grens Zelzate Grens
Infrabel	ACF CFL
Aubange frontière LU Athus frontière Sterpenich	Rodange frontière Petange Kleinbettingen
Infrabel	SNCF Reseau
Mouscron Fr Aubange Fr LU Erquelinnes frontière Blandain frontière Feignies	Tourcoing frontière Mont-St-Martin frontière Jeumont frontière Baisieux frontière Quévy
ACF CFL	SNCF Reseau
Bettembourg frontière	Zoufftgen frontière
SNCF Reseau	CFF Infra
Bâle-St-Jean Pougny Chancy	Basel St.Johann La Plaine

Extension timeline :



Figures are provided by the IM's.
Since 2023, the corridor publishes figures for the border Sas van Gent/Zelzate as principal line, and also for the borders Athus/Pétange and Sterpenich/Kleinbettingen as diversionary lines.

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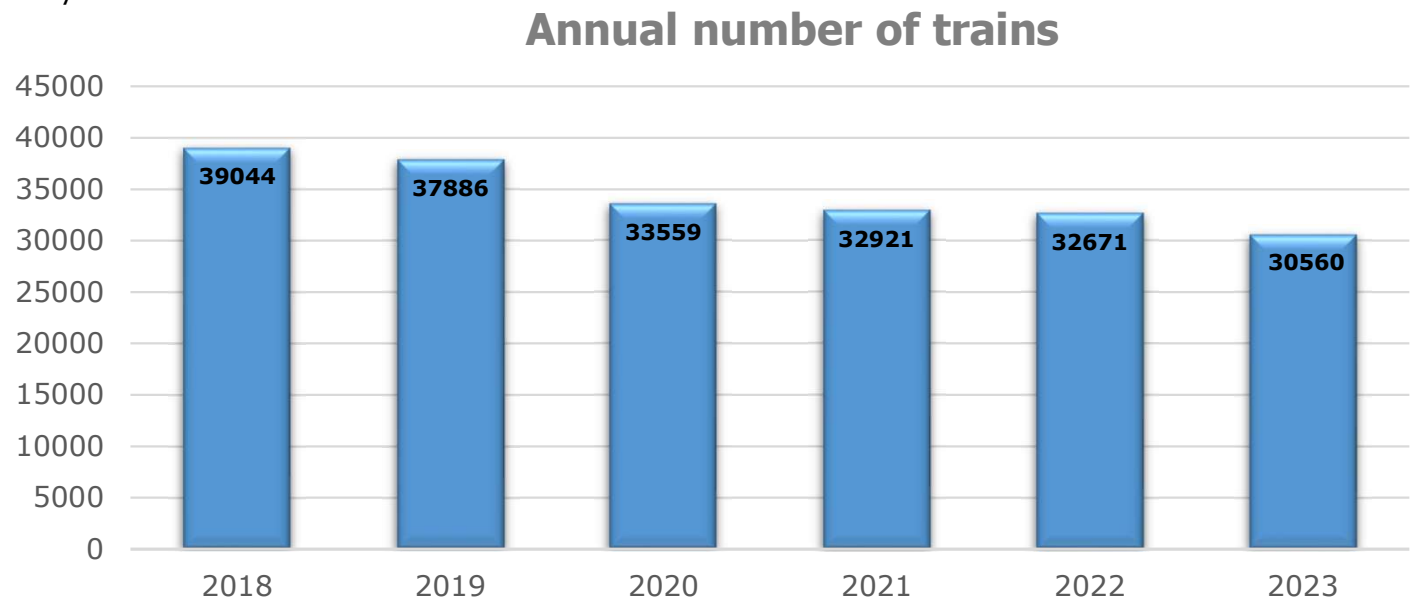
The following graphs are based on national tools and gives an overview of the total number of trains for the last 6 years.
The number of trains on the corridor continued to decrease in 2023, even though we have considered figures from 3 additional border points.

This decline can be mainly explained by the overall economical situation, the Ukraine crisis, the subsequent inflation, and diminished demand especially regarding the combined traffic which led to a drop in ports activity.

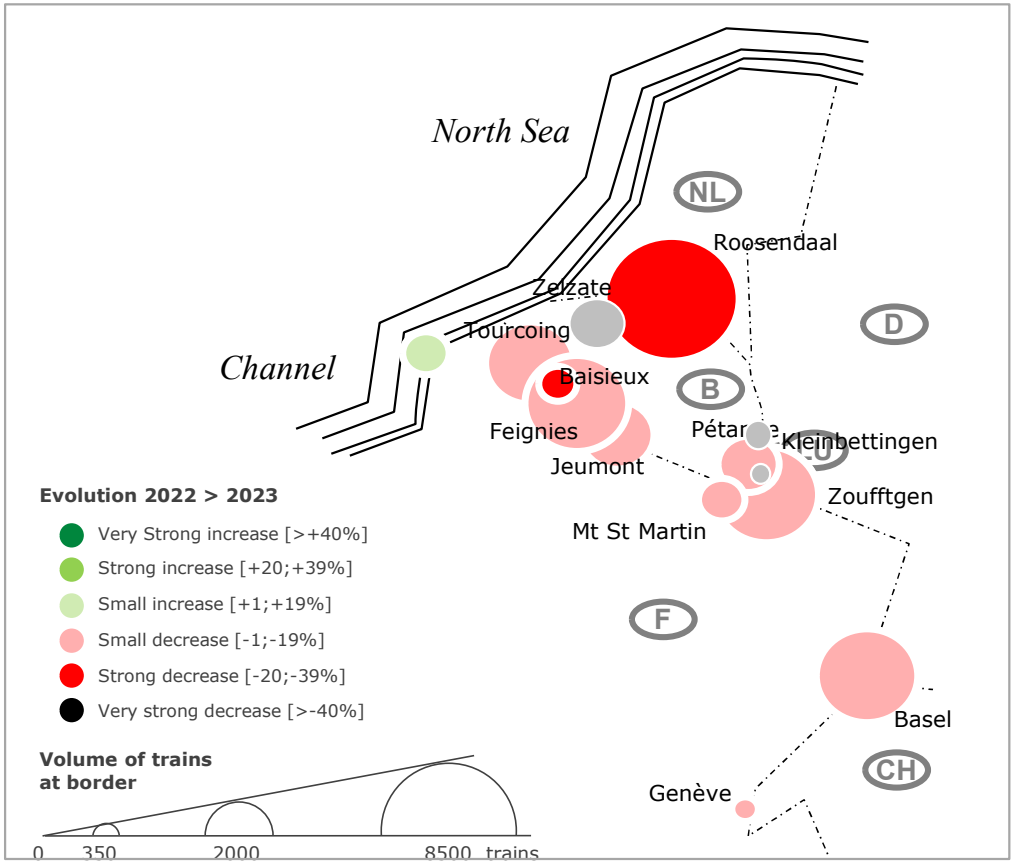


Variation 2023 vs 2022

	Jan 23 vs 22	Feb 23 vs 22	Mar 23 vs 22	April 23 vs 22	May 23 vs 22	June 23 vs 22	Jul 23 vs 22	Aug 23 vs 22	Sep 23 vs 22	Oct 23 vs 22	Nov 23 vs 22	Dec 23 vs 22	23 vs 22
Total	-11%	-16%	-11%	-13%	-24%	-8%	-7%	-12%	-12%	1%	-15%	-7%	-12%

5. MARKET DEVELOPMENT

5.1. Number of train per borders



Border location name		Volume (Nb Trains) 2023	Share	23 / 22
Prorail	Infrabel			
Roosendaal Grens	Essen Grens	6720	20%	-21%
Sas van Gent	Zelzate Grens	1510	5%	
Infrabel	ACF CFL			
Aubange frontière LU	Rodange frontière	2002	6%	-3%
Sterpenich	Kleinbettingen	138	0%	-3%
Athus-Frontière	Petange	50	0%	-39%
Infrabel	SNCF Reseau			
Mouscron Fr	Tourcooing frontière	2943	9%	-11%
Aubange Fr LU	Mont St Martin frontièrere	920	3%	-2%
Erquelines frontière	Jeumont fonrtière	2574	8%	-4%
Blandain frontière	Baisieux frontière	365	1%	-33%
Feignies	Quevy	3784	12%	-9%
ACF CFL	SNCF Reseau			
Bettembourg frontière	Zoufftgen frontière	5394	16%	-8%
SNCF Reseau	CFF Infra			
Bale St Jean	Basel St Johan	4965	15%	-6%
Pougny Chancy	La Plaine	357	1%	-2%
Eurotunnel	SNCF Reseau			
Doolands Moore	Calais frethun faisceau tunnel	1136	3%	12%

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

This KPI displays the number of trains allocated in the yearly timetable by the C-OSS where capacity is offered/ the total number of allocated international freight trains in the yearly timetable per RFC border.

Figures for Feignies/Quévy are mentioned, even though the border does not officially make part of RFC NSM lines. This way, overall evolution of cross-border freight services can better be monitored

Ratio of the capacity allocated by the C-OSS and the total allocated capacity							
	TT 2018	TT 2019	TT2020	TT 2021	TT 2022	TT2023	TT2024
Basel/St.Louis	44%	78%	79%	79%	54%	64%	70%
Blandain/Baisieux	46%	100%	38%	83%	0%	46%	67%
Erquelinnes/Jeumont	26%	32%	9%	26%	63%	45%	84%
Aubange/Rodange	68%	96%	80%	93%	100%	94%	89%
Aubange/Mont-St-Martin	60%	100%	100%	92%	100%	63%	86%
Zoufftgen/Bettembourg	15%	36%	10%	65%	82%	87%	100%
Mouscron/Tourcoing	37%	94%	55%	84%	57%	49%	55%
Essen/Roosendaal	38%	27%	27%	19%	28%	28%	41%
La Plaine/Pougny-Chancy		0%	59%	0%	100%	100%	75%
Calais-Fréthun-Tunnel	50%	48%	55%	55%	0%	5%	na
Feignies/Quévy			36%	75%	48%	65%	84%
Total	41%	63%	47%	64%	70%	56%	73%

CORRIDOR
NORTH SEA – MEDITERRANEAN

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CONTACT

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