CORRIDOR
NORTH SEA – MEDITERRANEAN

Performance of the corridor – status August 2015

TAG – 23 September 2015

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Introduction

- The Corridor publishes a yearly performance report, published on our website
- This presentation gives an update (August 2015) of some of the indicators described in this performance report
- Information on the other indicators can be found here:
  http://www.rfc-northsea-med.eu/sites/rfc2.eu/files/rff/rfc_2_north_sea-mediterranean_-_timetable_2014_performance_report_20022015.pdf

Choosing performance indicators

The KPIs and OMs 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/OM should be understandable to the public it is designed for
- ✓ Comparability: KPI/OM should be comparable across time and region
- ✓ Relevance and empowerment: KPI/OM should provide information on which project decisions can be based

All indicators have been described in the Implementation Plan of the Corridor, published as Book V of the Corridor Information Document on the website (http://www.rfc-northsea-med.eu).

Update on Corridor Traffic

The following pages will provide insight into the trains running on the Corridor. For this, it is necessary to know when a train is labelled as a corridor train:

The following criteria have to be met:

- An international freight train
- Crossing at least one border of the Corridor
- Travelling at least 70 kilometres along Corridor lines

The data used to calculate the given KPIs and OMs, comes from the national IM databases and the international TIS database, managed by RNE. More details are given per KPI or OM.

Where available, information is provided on the main causes of the evolutions displayed.

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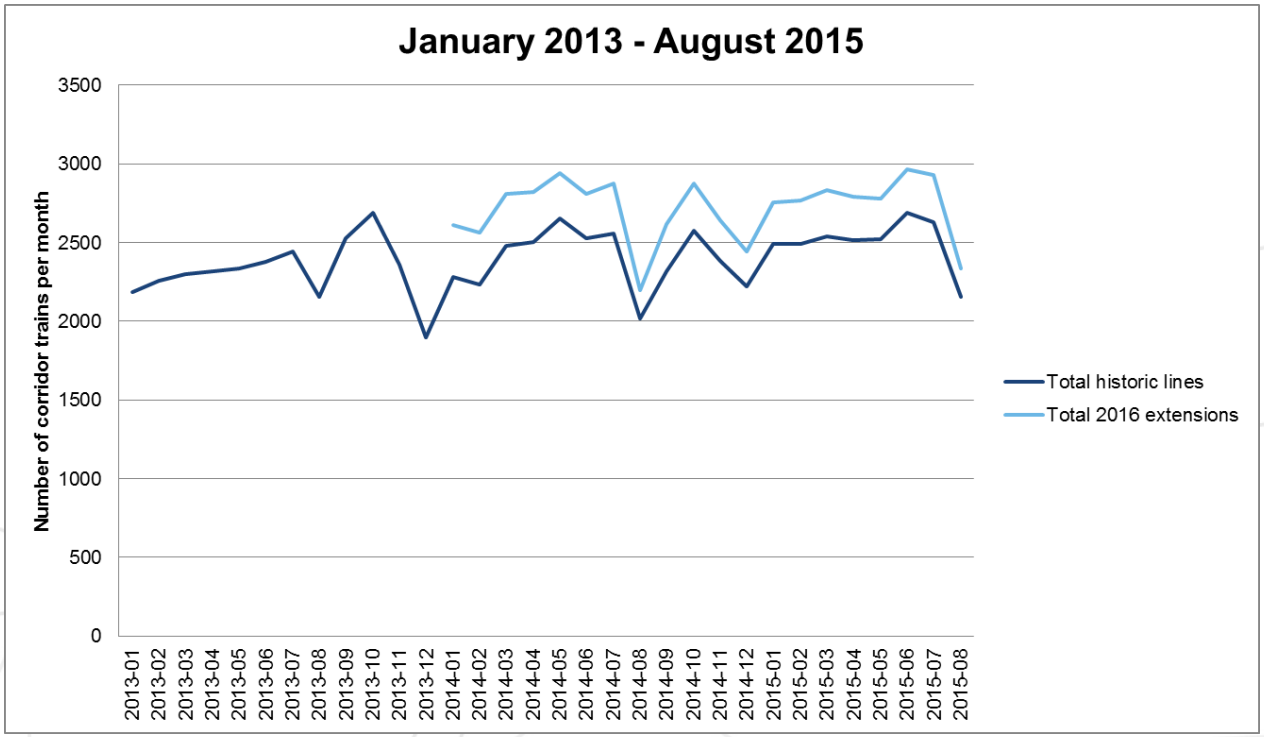
KPI 01 – Total Corridor Traffic(1)

KPI 01 displays all corridor trains on the Rail Freight Corridor North Sea – Mediterranean. Trains that pass more than one border are counted only once. The data used per border is the following:

- Essen/Roosendaal: Infrabel data
- Mouscron/Tourcoing: Infrabel data
- Aubange/Rodange: Infrabel data
- Aubange/Mont-Saint-Martin: Infrabel data
- Bettembourg/Zoufftgen: CFL data
- St.Louis/Basel: SNCF-Réseau data

The data is displayed via two graphs and one table. The first graph gives an overview of the number of trains over the last two years, the second shows the 12-month evolution over the last three years, while the table compares every month of 2014 with the corresponding month of the previous year.

KPI 01 – Total Corridor Traffic(2)



Comparison to last year

	Jan 15 vs 14	Feb 15 vs 14	Mar 15 vs 14	April 15 vs 14	May 15 vs 14	June 15 vs 14	July 15 vs 14	Aug 15 vs 14	Sept 14 vs 13	Oct 14 vs 13	Nov 14 vs 13	Dec 14 vs 13	2014 vs 2013
Total	109%	112%	102%	100%	95%	106%	103%	107%	92%	96%	101%	117%	103%

Green: increase *Orange: decrease*

Dark green: increase by more than 20% *Red: decrease by more than 20%*

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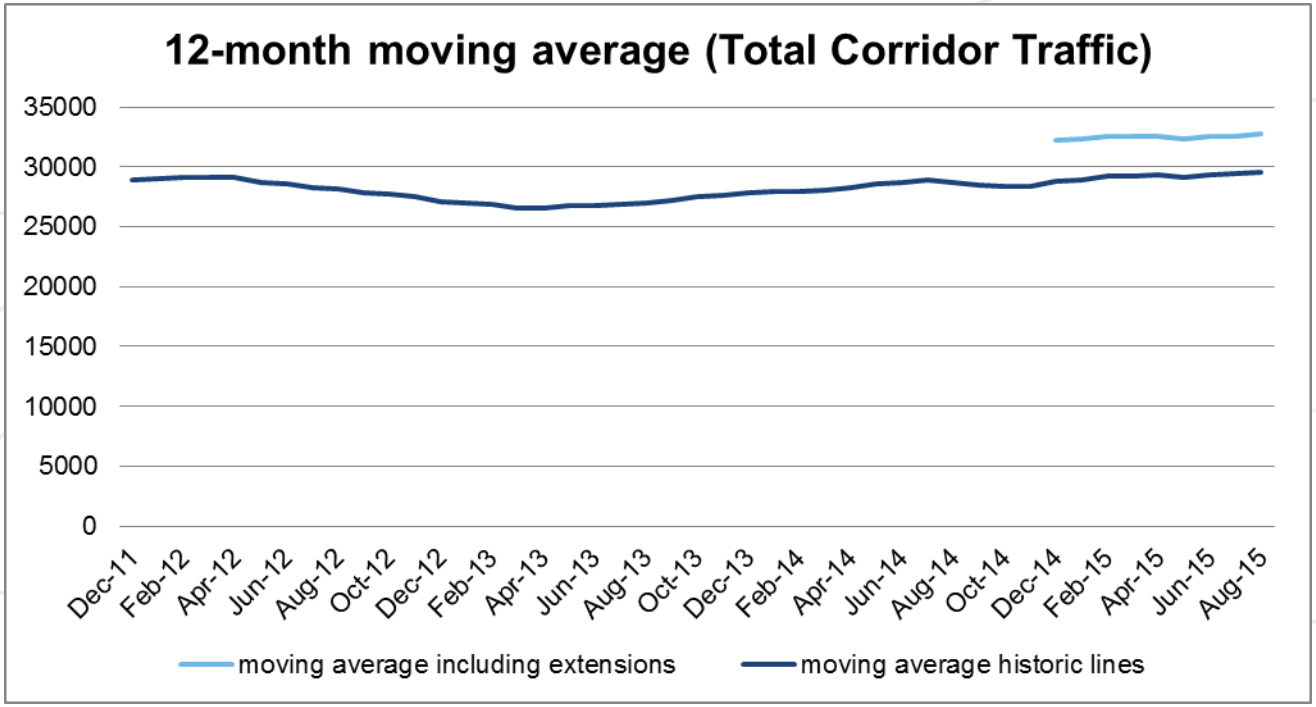
KPI 01 – Total Corridor Traffic(3)

12-month moving average

The moving average is displayed to smooth out short-term fluctuations and highlight longer-term trends or cycles. Each figure shows the number of train runs during the last 12 months preceding the last day of the given month.



KPI 01 – Total Corridor Traffic(4)

The evolution of the total amount of Corridor traffic is influenced heavily by the economic growth of the Corridor region. However, the Corridor aims to increase the amount of Corridor trains in the following manner, compared to the year 2013, taking into account a low economic growth:

2020	2030
+ 3%	+ 9%

For the year 2014, there is already a rise in Corridor traffic of 3% compared to the year before.

KPI 03 – Punctuality(1)

KPI 03 measures the average punctuality of a selection of corridor trains on a fixed number of passage points. A train will be added to this train list if it meets the following criteria:

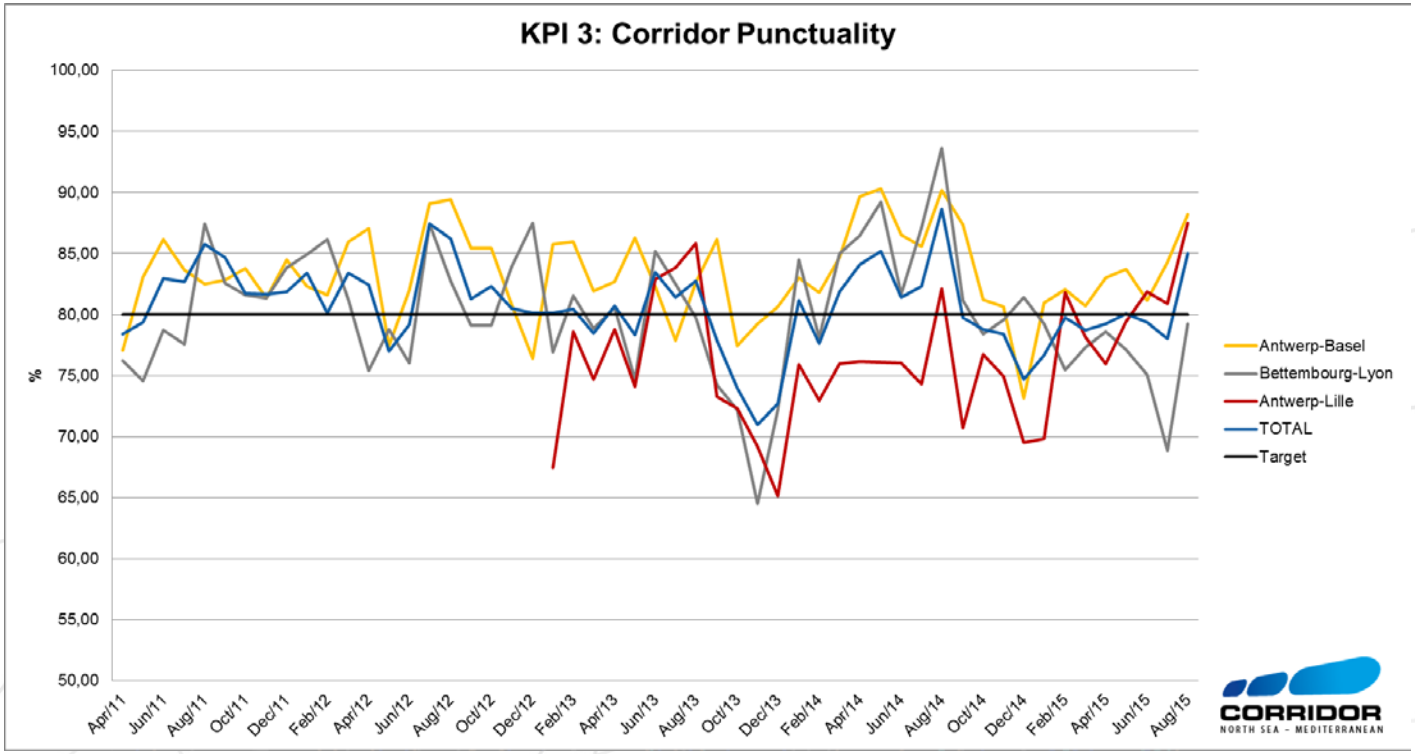
- Corridor train
- Regular yearly timetable
- Runs along one of the following axes of the Corridor:
  - (Antwerp) – Namur – Basel
  - Antwerp – Bettembourg
  - (Rotterdam) – Antwerp – Lille
  - Bettembourg – Lyon

For the calculation of the total Corridor punctuality, the average punctuality of the selection of corridor trains in 26 pre-defined measuring points across the corridor is taken into account. A corridor train is punctual when having a delay of maximum 30 minutes.

The data is displayed via two graphs and one table. The first graph gives an overview per month over the last two years, the second shows the 12-month evolution over the same period, and the table compares every month of 2014 with the corresponding month of the previous year.

The follow-up of this punctuality report is done via the Train Performance Management Working Group, to which Corridor users are regularly invited to participate.

KPI 03 : Punctuality (2)



Comparison to last year

	Jan 15 vs 14	Feb 15 vs 14	Mar 15 vs 14	April 15 vs 14	May 15 vs 14	June 15 vs 14	July 15 vs 14	Aug 15 vs 14	Sept 14 vs 13	Oct 14 vs 13	Nov 14 vs 13	Dec 14 vs 13	2014 vs 2013
Total	94%	103%	96%	94%	94%	97%	95%	96%	102%	106%	110%	103%	103%

Green: increase *Orange: decrease*

Dark green: increase by more than 20% *Red: decrease by more than 20%*

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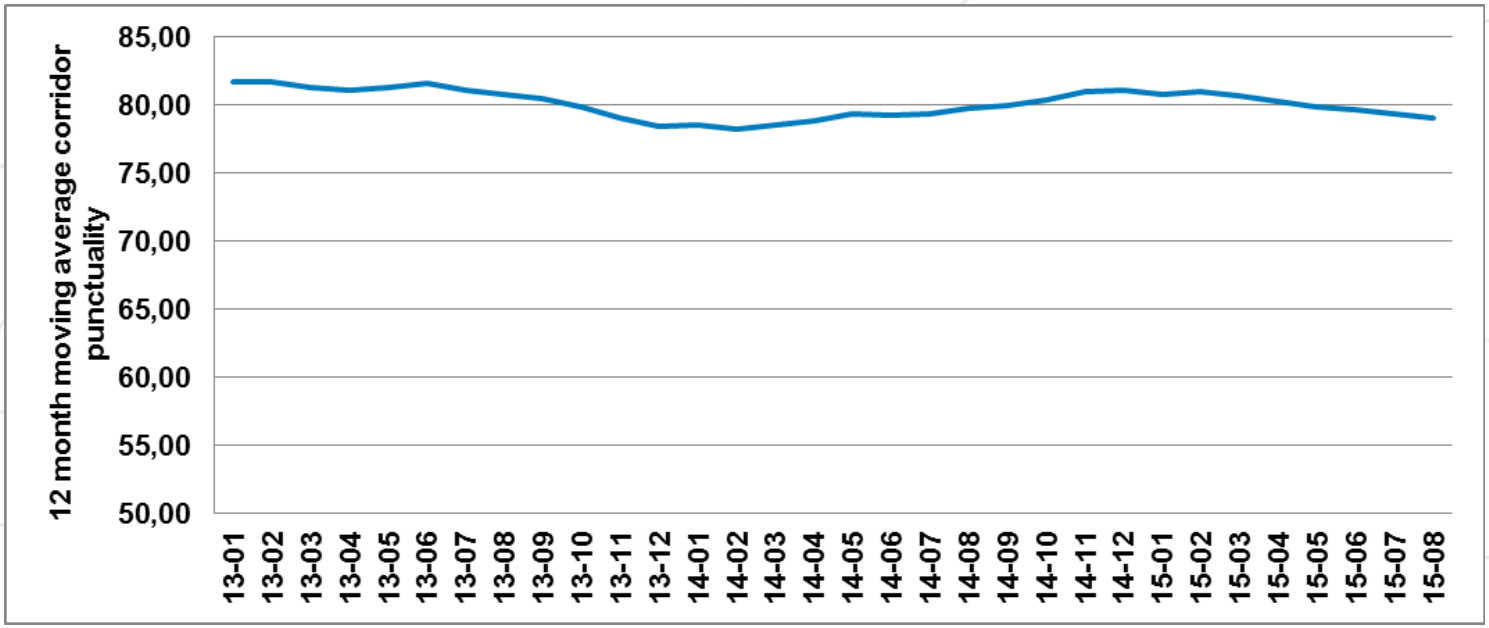
KPI 03 : Punctuality(3)

12-month moving average (average complete corridor)

The moving average is displayed to smooth out short-term fluctuations and highlight longer-term trends or cycles. Each figure shows the average punctuality during the last 12 months preceding the last day of the given month.



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KPI 03 : Punctuality(4)

Please find some of the main causes of punctuality drops on the Corridor for timetable 2014:

- Several strikes occurred throughout the year with a big impact on the punctuality, most notably:
  - Strike of French railway personnel in June
  - National strikes in Belgium on 4 Mondays in November and December

- An overview of the major events that caused delays on the Corridor are presented on a monthly basis in our standard punctuality reports, covering the major axes of the Corridor. If you are interested in receiving these reports or if you would like to participate in the steering group (Train Performance Management), please contact the C-OSS (oss@rfc2.eu)

The average punctuality on the Corridor for timetable 2014 was **78,7%.**

The target set for timetable 2014 was to reach an average punctuality of **80%**, which unfortunately was not reached. Nevertheless, a punctuality of 78,7% means a small improvement compared to 2013 (77,9%).

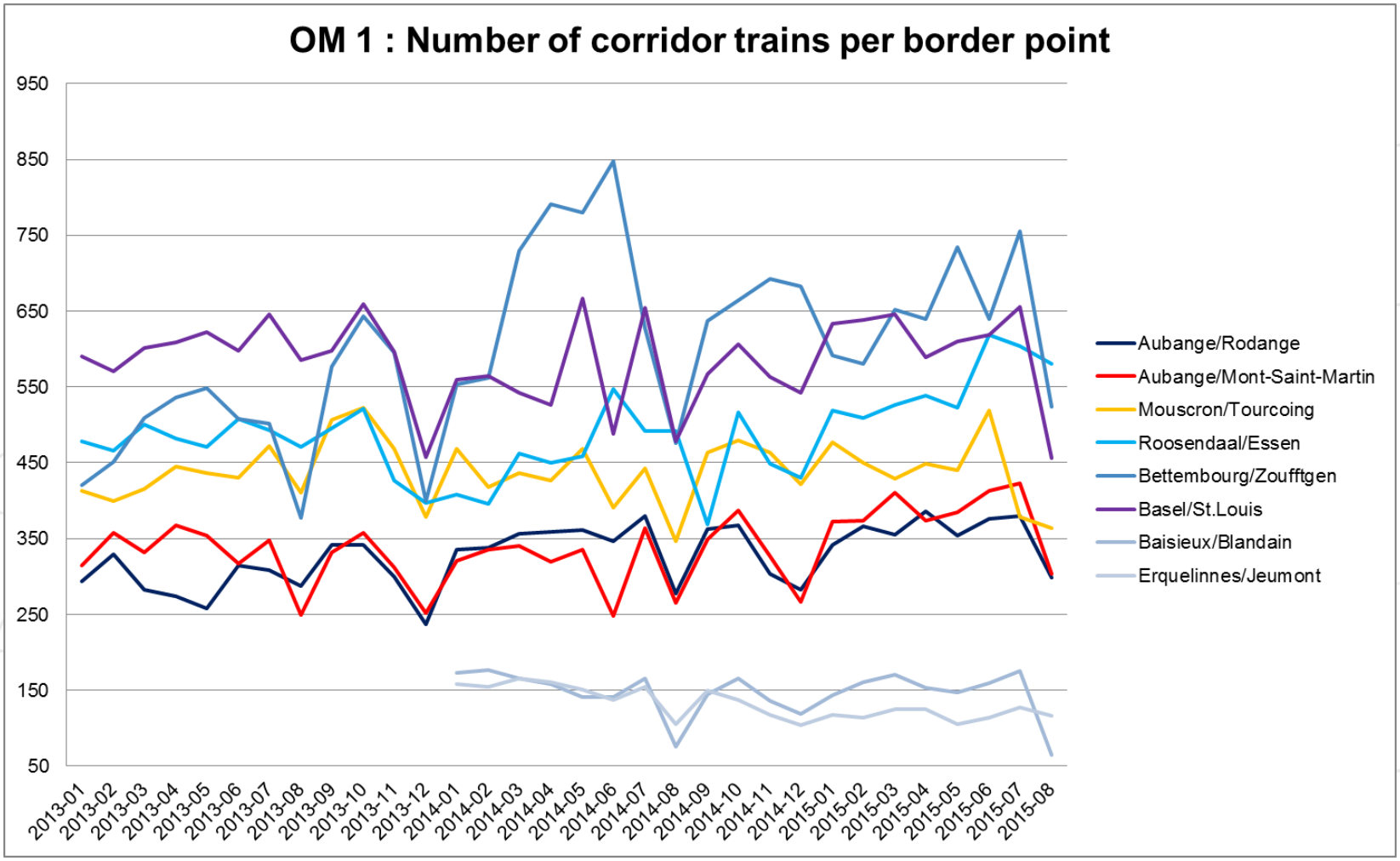
OM 01 – Cross Border Traffic(1)

OM 01 displays all corridor trains on the Rail Freight Corridor North Sea – Mediterranean, per border. Trains that pass more than one border are thus counted several times. The data used per border is the following:

- Essen/Roosendaal: Infrabel data
- Mouscron/Tourcoing: Infrabel data
- Aubange/Rodange: Infrabel data
- Aubange/Mont-Saint-Martin: Infrabel data
- Bettembourg/Zoufftgen: CFL data
- St.Louis/Basel: SNCF-Réseau data

The data is displayed via two graphs and one table. The first graph gives an overview of the number of trains over the last two years, the second shows the 12-month evolution over the same period, and the table compares every month of 2014 with the corresponding month of the previous year.

OM 01 – Cross Border Traffic(2)



OM 01 – Cross Border Traffic(3)

Comparison to last year	Jan 15 vs 14	Feb 15 vs 14	Mar 15 vs 14	April 15 vs 14	May 15 vs 14	June 15 vs 14	July 15 vs 14	Aug 15 vs 14	Sept 14 vs 13	Oct 14 vs 13	Nov 14 vs 13	Dec 14 vs 13	2014 vs 2013
Aubange/Rodange	102%	108%	100%	108%	98%	108%	100%	108%	106%	108%	101%	119%	*114%*
Aubange/Mont-Saint-Martin	116%	111%	121%	117%	115%	167%	116%	115%	105%	108%	105%	106%	*99%*
Mouscron/Tourcoing	102%	108%	98%	105%	94%	133%	86%	105%	91%	92%	99%	112%	*99%*
Roosendaal/Essen	127%	129%	114%	120%	114%	113%	123%	118%	75%	99%	105%	108%	*96%*
Bettembourg/Zoufftgen	107%	103%	89%	81%	94%	76%	120%	110%	110%	103%	116%	171%	*133%*
Basel/St.Louis	113%	113%	119%	112%	91%	127%	100%	95%	95%	92%	94%	119%	*95%*
Baisieux/Blandain	83%	91%	102%	97%	104%	113%	106%	86%	-	-	-	-	-
Erquelinnes/Jeumont	75%	74%	76%	78%	70%	83%	82%	110%	-	-	-	-	-

Green: increase

Dark green: increase by more than 20%

Orange: decrease

Red: decrease by more than 20%

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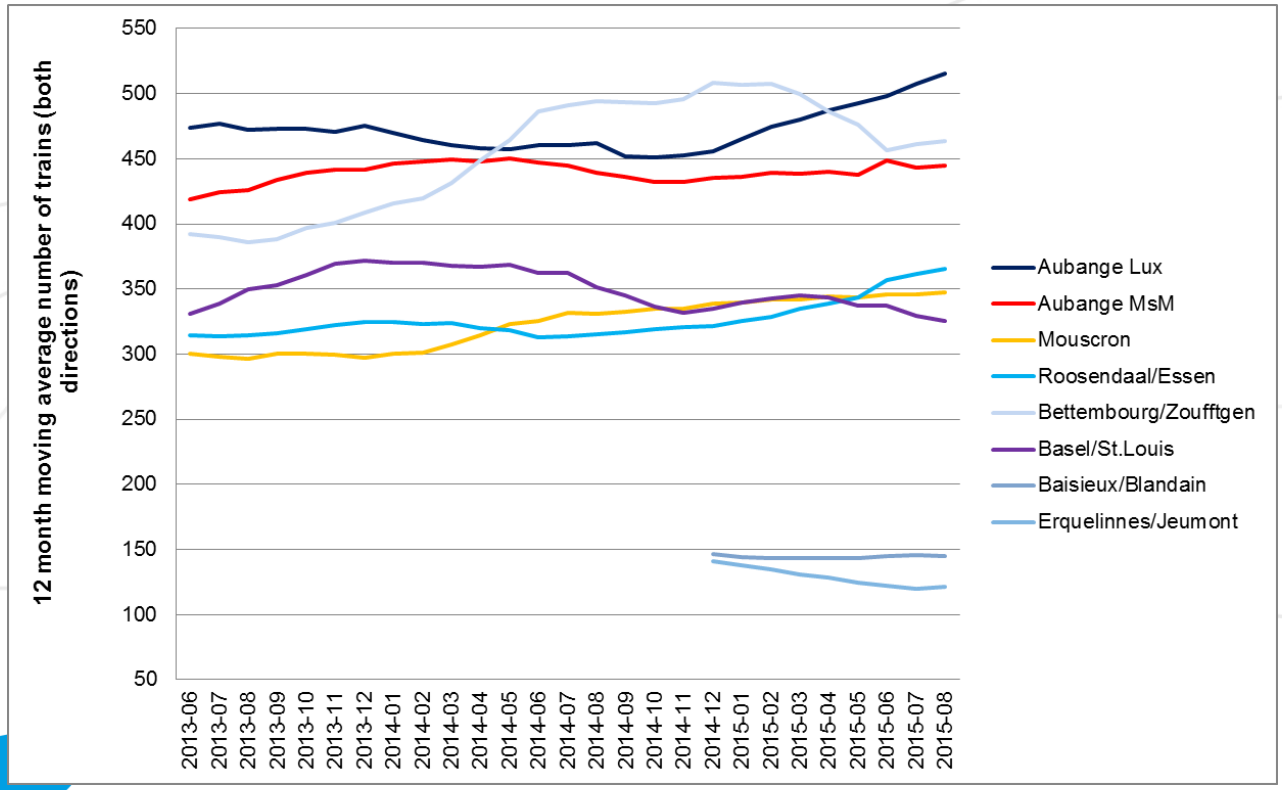
OM 01 – Cross Border Traffic(3)

12-month moving average (average complete corridor)

The moving average is displayed to smooth out short-term fluctuations and highlight longer-term trends or cycles. Each figure shows the number of corridor trains passing each border during the last 12 months preceding the last day of the given month.



OM 01 – Cross Border Traffic(4)

- In June 2014, the big railway strike in France caused circulations to drop 20% at the French Rail Freight Corridor North Sea – Mediterranean border points. These figures are not higher because of the high amount of partial cancellations (international trains cross the border, but are stopped in a marshalling yard nearby).

- The big rise in number of circulations via Luxembourg (Rodange and Bettembourg borders) throughout the first part of the year, and the decline of circulations via the Aubange – Mont-Saint-Martin border between Belgium and France, are caused by works on the French side of this border which led trains from Belgium to France (and vice versa) to run through Luxembourg.

OM 06 – Cancelled Trains(1)

OM 06 measures the amount of cancelled corridor trains (entire trajectory). Today, only partial data is available, for trains crossing the following border points:

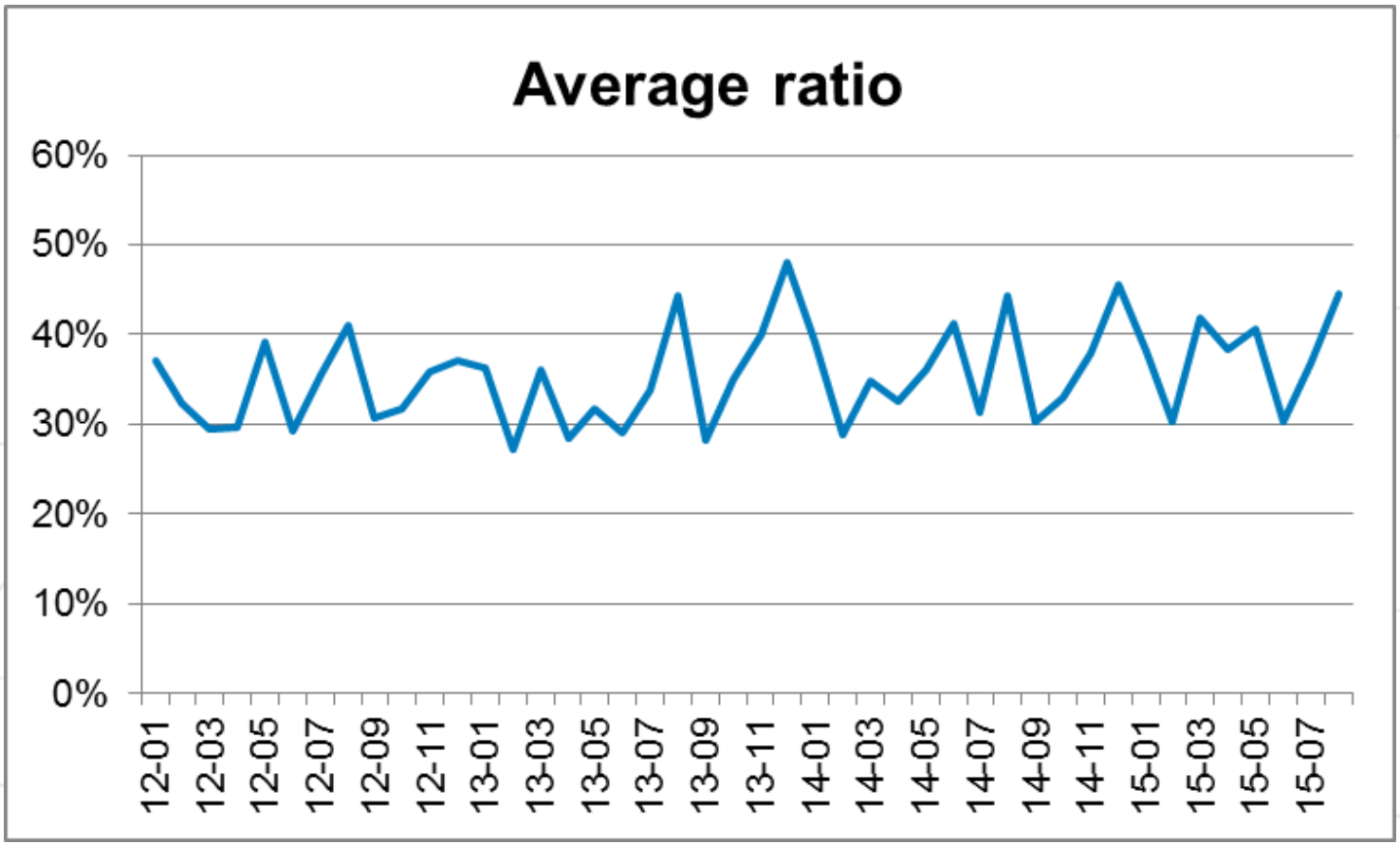
- Essen/Roosendaal
- Mouscron/Tourcoing
- Aubange/Rodange
- Aubange/Mont-Saint-Martin
- Erquelinnes/Jeumont
- Baisiex/Blandain

This means approximately 60% of corridor trains are included in the report.

Trains are labelled as cancelled when they are included in the yearly timetable and:

- for a given running day cancelled or
- the train does not show up
- cancelled by RU or IM (whatever reason)

OM 06 – Cancelled Trains(2)



Update on Corridor Capacity

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

Capacity on the Corridor is published under the form of PaPs, via the online platform PCS. Only requests that have been placed via this tool can be taken into account.

To be able to display the PaPs published, a number of sections have been defined. Please find an overview of these sections in annex 5 to the Corridor Information Document (TT2015), or click here.

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KPI04 – Theoretical Running Time(1)

KPI 04 compares the average yearly timetable running time with the average pre-arranged path running time for predefined routes. To be able to compare these figures along the Corridor, the resulting average speed is displayed.

Per corridor route, an objective has been defined in the Corridor Implementation Plan, which is displayed in the table provided.

The goal of this KPI is to be able to determine the quality of the PaPs offered by the corridor. The goal of these PaPs is to deliver premium quality paths. By comparing them with all the yearly timetable paths, the quality of the paths can be monitored.

KPI04 – Theoretical Running Time(2)

	KM/H per corridor route	2013	2014	2015	2016	Objective IP
PaP	Antwerpen - Bettembourg	60,74	59,69	61,56	58,09	**55,00**
TT	Antwerpen - Bettembourg		59,52	58,50		
PaP	Antwerpen - Basel	57,02	51,43	55,23	53,81	**50,00**
TT	Antwerpen - Basel		55,40	51,46		
PaP	Antwerpen - Lille	50,16	52,44	56,23	44,17	**52,00**
TT	Antwerpen - Lille		52,44	56,47		
PaP	Rotterdam - Antwerpen	53,39	58,66	71,33	63,69	**55,00**
TT	Rotterdam - Antwerpen		56,79	50,37		
PaP	Antwerpen - Lyon	no paths	no paths	60,77	59,71	**tbd**
PaP	Antwerp-Aubange	66,69	65,01	67,86	63,52	**50,00**
TT	Antwerp-Aubange		61,41	64,80		
PaP	Aubange-Basel	51,36	44,64	48,49	48,63	**50,00**
TT	Aubange-Basel		49,43	45,03		

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KPI04 – Theoretical Running Time(3)

On two sections, namely Aubange – Basel and Antwerp - Lille the defined objective could not be met. This is caused by three reasons:

- The quality of the PaPs offered through the Alsace – Lorraine region in France suffers from the many works on these lines.
- SNCF Réseau has chosen to increase the robustness of the paths by lowering the speed of the paths compared to last years offer.
- In previous years, the best paths have been published as PaP on the sections of the Corridor. However, due to the increase of PaPs, extra PaPs may be a bit slower then the majority before.

KPI05 – PaPs per Section(1)

KPI 05 displays all the PaPs that have been published by the C-OSS of the Corridor in January 2015, **for the annual timetable 2016**.

These PaPs are displayed per section of the Corridor. For each of these sections, two figures are displayed.

- The first figure shows the number of paths on the given section per day, direction north to south
- The second figure shows the number of paths on the given section per day, direction south to north

It must be noted that most PaPs run Monday to Friday, but some might have more (7) or less (minimum 3) running days, or that a given PaP might not be available on some days throughout the year.

When counting the number of kilometers of PaP that have been published for the entire year, a total of **9.3 million km** of paths were published.

After the first request deadline of April 15, **22%** of all capacity was republished early May

Contact

oss@rfc2.eu

www.rfc-northsea-med.eu

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