

## **References**

- Regulation (EU) 913/2010 ('the Regulation')
- Directive 2012/34/EU establishing a single European railway area ("recast"), in particular Article 15(5) defining reporting obligations of the Member States in the framework of rail market monitoring
- Terms of reference of the Network of Executive Boards of the EU Rail Freight Corridors (approved on 25 April 2017)
- Ministerial declaration "Rail Freight Corridors to boost international rail freight" (Rotterdam 21 June 2016) ('the Rotterdam Ministerial Declaration')
- Framework for the allocation of capacity (harmonised version as sent to the European Commission for information by the Dutch ministry on behalf of the Network of Executive Boards on 29 December 2016 (reference IENM/BSK-2016/314364) and subsequently formally adopted by the Executive Boards of all nine currently established Rail Freight Corridors<sup>1</sup>).

## **Introduction**

The Regulation stipulates that the development of Rail Freight Corridors (RFCs) should be guided by objectives. Defining objectives for the RFCs is joint responsibility of Executive Board and Management Board, based on a hierarchical structure: The Executive Boards are responsible for defining general objectives (Article 8 of the Regulation), the Management Boards for defining objectives as part of Implementation Plan (Article 9). By approving the Implementation Plan, the Executive Boards endorse the Management Boards' objectives for the RFCs.

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<sup>1</sup> See [https://cip.me.eu/apex/f?p=212:170:4337744877442:::P170\\_BOOKS\\_LIST:500616](https://cip.me.eu/apex/f?p=212:170:4337744877442:::P170_BOOKS_LIST:500616),  
[https://www.railfreightcorridor6.eu/RFC6/Public/RFC6\\_CID\\_Book4\\_2018\\_09-01-2017\\_Framework.pdf](https://www.railfreightcorridor6.eu/RFC6/Public/RFC6_CID_Book4_2018_09-01-2017_Framework.pdf),  
<http://publicdocuments.rfc7.eu/accion.php?dir=.%2FLegislative%20and%20administrative%20acts&cal=RFC7%20Framework%20for%20capacity%20allocation%20-%20APPROVED.pdf>,  
<http://www.szdc.cz/rfc9/soubory/fca-rfc-9-signed.pdf>.

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The Regulation requires that the Management Boards' objectives shall be defined in terms of performance of the freight corridor expressed as the quality of the service and the capacity of the freight corridor (also Article 9). It also obliges the Management Boards to monitor the performance of rail freight services and to publish the results on a yearly basis (Article 19).

Key Performance Indicators (KPIs) provide a quantitative instrument for measuring the fulfilment of RFCs' objectives and to implement a continuous monitoring process.

Performance monitoring is one of the main tools to drive RFC progress by creating a basis for the assessment of the current situation and of the results achieved and for the identification of areas where further improvement is needed.

Article 15 of Directive 2012/34/EU defines market monitoring tasks of the European Commission in the field of EU rail transport. Article 15(5) requires Member States to supply to the Commission information on an annual basis. In order to ensure efficient data collection processes and to support consistency of the results, potential synergies and coherence between these market monitoring activities and the KPIs for the RFCs should be ensured where relevant and possible.

The Rotterdam Ministerial Declaration welcomes the sector initiative to develop a set of basic harmonised KPIs in point B.5.

Member States – in collaboration with the stakeholders concerned – have established recommended Key Performance Indicators annexed to the harmonised Framework for Capacity Allocation<sup>2</sup>.

In 2017, key rail sectors stakeholders have jointly developed a set of KPIs and a detailed measurement / calculation procedure. In this process, all major rail sector stakeholders were involved: infrastructure managers, railway undertakings as well as end customers. The list of organisations and bodies consulted includes the Management Boards of the individual RFCs

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<sup>2</sup> See footnote 1.

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(via the 'RFC Network' platform), the PRIME Platform<sup>3</sup>, the Freight Subgroup of RU Dialogue<sup>4</sup>, including its members ERFA<sup>5</sup>, UIRR<sup>6</sup> and UIC-ECCO<sup>7</sup>, as well as ESC<sup>8</sup>, CLECAT<sup>9</sup> and RNE<sup>10</sup>.

## **Recommendation**

With a particular view to:

- (1) ensure transparency and create visibility as regards the indicators available on European level on the performance of the RFCs in terms of quality of the services and capacity;
- (2) foster consistency of the results across RFCs through harmonisation of the definition of the indicators;
- (3) ensuring coherence between the KPIs of the RFCs and the rail market monitoring activities defined by Article 15 of Directive 2012/34/EU, in particular as regards the reporting obligations of Member States;

the Network of Executive Boards of the EU Rail Freight Corridors recommends:

- To the Management Board of each RFC to adopt the basic set of KPIs, as defined in Annex 1 to this recommendation.
- To the Executive Board of each RFC to approve the revised implementation plan in accordance with Article 9(1), incorporating the basic set of KPIs as defined in Annex 1 of this recommendation and any additional KPIs, as drawn up by the Management Board.

<sup>3</sup> The Platform of European Rail Infrastructure Managers in Europe is a platform for the CEOs of the Rail Infrastructure Managers [https://webgate.ec.europa.eu/multisite/primeinfrastructure/content/subgroups\\_en](https://webgate.ec.europa.eu/multisite/primeinfrastructure/content/subgroups_en)

<sup>4</sup> "RU Dialogue" is a platform at EU level gathering railway undertakings, their associations and DG MOVE.

<sup>5</sup> European Rail Freight Association, <http://www.erfarail.eu/>

<sup>6</sup> International Union for Road-Rail Combined Transport, <http://www.uirr.com/>

<sup>7</sup> "Efficient Cross-Corridor Coordination" project of UIC, <http://uic.org/freight-projects#Rail-Freight-Corridors-ECCO>

<sup>8</sup> European Shippers' Council, <http://europeanshippers.eu/>

<sup>9</sup> European Liaison Committee of Common Market Forwarders, <http://www.clecat.org/>

<sup>10</sup> RailNetEurope, <http://www.rne.eu/>

- To the Management Boards of the RFCs collectively to collectively ensure consistency of measurement methods of the defined KPIs;
- To the Executive Board of each RFC to evaluate the set of KPIs in 2020, taking into account the experiences made in KPI reporting over the years 2018 and 2019, based on an assessment prepared by the Management Board after consultation of the Advisory Groups referred to in Article 8 of the Regulation and other relevant stakeholders.
- To the Management Boards to foster elaborating on further KPIs relevant for the attractiveness of the RFCs to end users, taking into account the entire rail logistics chain, in collaboration with the Advisory Groups referred to above.

#### **Comments**

The Network of Executive Boards takes note that each Management Board may define additional KPIs which may be specific to individual RFCs or harmonised across several or all RFCs.

The Network of Executive Boards takes note that the Management Board should set up a transparent process for reporting on the KPIs in accordance with Article 9(1.c) and Article 19. In this context, the Network of Executive Boards takes note of the ongoing work aiming to harmonise the reporting process.<sup>11</sup>

Annex 2 presents – as an illustrative example – the indicative relation between KPIs and general objectives of Scandinavian-Mediterranean RFC.

The Network of Executive Boards commits itself to investigate, as appropriate jointly with Member State representatives responsible for rail market monitoring, how potential synergies between the RFC KPIs and the rail market monitoring activities defined by Article 15 of Directive 2012/34/EU can be realised until 2020.

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<sup>11</sup> Including in particular the information provided at <http://www.rne.eu/rail-freight-corridors/rfc-kpis/>.

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This Recommendation does not create any legal or financial obligations for any party.

**Annex 1 – Basic set of KPIs recommended for the RFCs**

The following table includes the definition of the basic set of KPIs recommended for the RFCs. These KPIs are of three distinct types:

- (1) KPIs referring to capacity allocation and included in Annex 3 of the common Framework for Capacity Allocation<sup>12</sup>. (Marked “FCA” in the “type” column.)
- (2) KPIs included in the RNE Guidelines on “Key Performance Indicators of Rail Freight Corridors (Version 2.0)”<sup>13</sup>. (Marked “KPI” in the “type” column.) Please note that this recommendation does not automatically endorse future revisions of the document referred to.
- (3) KPIs to be used in the context of Train Performance Management of RFCs as defined in the RNE Manual “Cooperation in Train Performance Management”<sup>14</sup>. (Marked “TPM” in the “type” column.) Please note that this recommendation does not automatically endorse future revisions of the document referred to.

| Business area       | KPI   | Definition / calculation procedure   | Type |
|---------------------|---|--|------|
| Capacity management | (C1) Volume of offered capacity             | Km*days offered  | FCA  |
|                     | (C2) Volume of requested capacity           | Km*days requested  | FCA  |
|                     | (C3) Volume of requests                     | Number of PCS dossiers submitted (PCS = Path Coordination system; IT system for capacity management)                             | FCA  |
|                     | (C4) Volume of capacity (pre-booking phase) | Km*days (pre-booking phase)  | FCA  |
|                     | (C5) Number of conflicts                    | Number of PCS dossiers submitted to the C-OSS which are in conflict with at least one other PCS dossier for PaPs on the same RFC | FCA  |
|                     | (C6) Volume of requested reserve capacity   | Km*days requested  | KPI  |
|                     | (C7) Volume of requested reserve capacity   | Number of PCS dossiers requested   | KPI  |

<sup>12</sup> See footnote 1.

<sup>13</sup> See [http://www.rne.eu/rneinhalt/uploads/RNE\\_Guidelines\\_KPIs\\_of\\_RFCs.pdf](http://www.rne.eu/rneinhalt/uploads/RNE_Guidelines_KPIs_of_RFCs.pdf).

<sup>14</sup> This manual defines a cooperation framework between RFCs and RNE in the field of train performance management.

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| Business area      | KPI  | Definition / calculation procedure  | Type |
|--------------------|--|---|------|
|                    | (C8) Commercial speed of PaPs  | Average of the commercial speed of the PaPs on the O/D pair concerned per direction   | KPI  |
| Operations         | (O1) Punctuality at origin   | (number of trains where delay at point-status "origin" is < 30'/ number of running advices <sup>15</sup> )*100<br><br>'Origin' is considered as RFC entry, which means the first Train Information System point on the RFC point list in the train run.<br><br>The calculation is done both with 30-minute and 15-minute punctuality threshold. | KPI  |
|                    | (O2) Punctuality at destination  | (number of trains where delay at point-status "destination" is < 30'/ number of running advices)*100<br><br>'Destination' is considered as RFC exit. RFC exit means the last Train Information System point on the RFC point list in the train run.<br><br>The calculation is done both with 30-minute and 15-minute punctuality threshold.     | KPI  |
|                    | (O3) Number of train runs  | Total number of train runs having a running advice on selected pairs of border points   | KPI  |
|                    | (O4) Delay reasons   | Delay causes (clustered into IM, RU, external and secondary delays)<br><br>$\Sigma$ delay minutes attributed to each delay code   | TPM  |
|                    | (O5) Average dwell time at selected locations  | From RU TPM reports   | TPM  |
|                    | (O6) No. of trains affected and amount of delays caused by deviations from planned temporary capacity restrictions | From RU TPM reports   | TPM  |
| Market development | (M1) Traffic volume  | Number of train runs with a running advice on selected border points  | KPI  |
|                    | (M2) Ratio of the capacity allocated by the C-OSS and the total allocated capacity                                 | Number of trains allocated in the yearly timetable by the C-OSS per RFC border/the total number of allocated international freight trains in the yearly timetable per RFC border (data are provided per IM)   | KPI  |

<sup>15</sup> "Running Advice" is a technical term used in the Train Information System (TIS) tool of RNE; it refers to the actual time at a specific point/ status and the deviation from the planned time at that point.

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Moved to Annex 1 and rephrased.



**Annex 2 – Example for the relation between RFC KPIs and RFC General Objectives**

This Annex provides – by way of example – an indicative assessment of the relation between the KPIs as included in Annex 1 and the general objectives defined by the Executive Board of Scandinavian-Mediterranean RFC (see section II.3 of the Implementation Plan<sup>16</sup>).

| Area                    | General objective   | C1 | C2 | C3 | C4 | C5 | C6 | C7 | C8 | O1 | O2 | O3 | O4 | O5 | O6 | M1 | M2 |
|-------------------------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Quality objectives      | Integrated service planning with expedient service to applicants  | ○  |    |    |    |    |    |    | ○  | ○  | ○  |    | ○  | ○  | ●  | ○  | ○  |
|                         | Coordinated traffic management will ensure operation in line with timetable                               |    |    |    |    |    |    |    |    | ●  | ●  |    | ●  | ●  |    |    |    |
|                         | Harmonised and user-friendly customer IT interfaces to allow end to end control                           |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Capacity objectives     | Supply of high-quality train paths in line with market demand   | ●  | ●  | ●  | ●  | ●  | ●  | ●  | ●  |    |    | ●  |    |    |    |    | ●  |
|                         | Good interoperability and operational compatibility to increase commercial speed, pay-load and efficiency |    |    |    |    |    |    |    | ●  | ●  | ●  |    | ●  | ●  | ●  |    |    |
|                         | Systematic mitigation of bottlenecks, in particular at national and system borders                        |    |    |    |    |    |    |    |    | ○  | ○  |    | ○  | ●  | ●  |    |    |
| Availability objectives | Planned capacity available to applicants/users  |    |    |    |    | ○  |    |    |    | ○  | ○  | ●  | ●  | ○  | ●  | ○  | ○  |
|                         | Systematic contingency handling of recurrent causes for delays  |    |    |    |    |    |    |    |    | ●  | ●  |    | ●  | ●  | ●  |    |    |
|                         | Aligned business concept with terminals   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |

Key to symbols:

● Highly relevant ○ Relevant

Please refer to Annex 1 for the abbreviations used for the KPIs.

<sup>16</sup> See [https://cip.rne.eu/apex/download\\_my\\_file?in\\_document\\_id=4672](https://cip.rne.eu/apex/download_my_file?in_document_id=4672).