CORRIDOR
NORTH SEA – MEDITERRANEAN

Easier,faster,safer

Annual Performance Report

2024

CONTENT

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.*

In 2024, the RFC Network introduced a new RFC train definition which should lead to a more precise allocation of individual trains to an individual RFC, especially on some overlapping borders. For the criteria see slide 23

3. CAPACITY MANAGEMENT

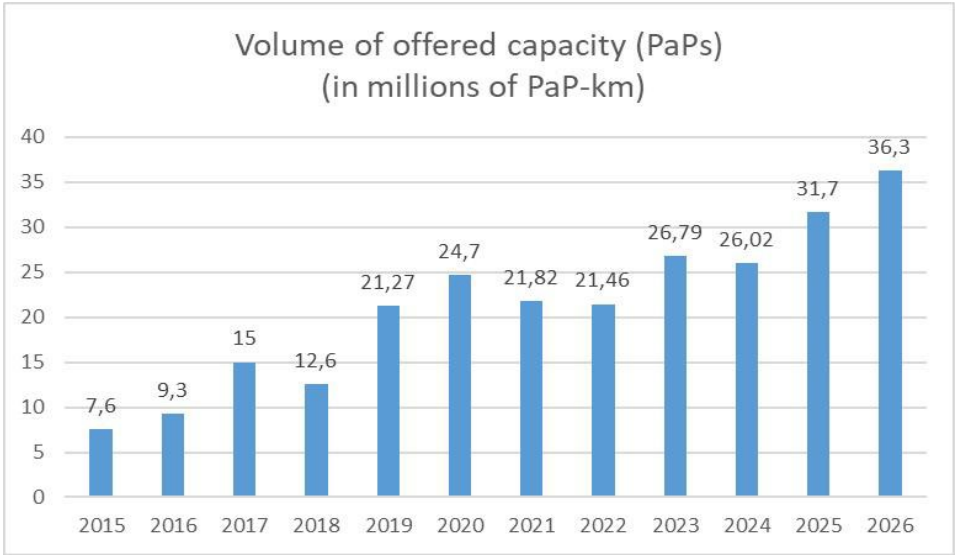
The following pages will provide insight into the capacity that has been published by the C-OSS, and the requests that have been received & pre-booked for this capacity.

Capacity on the Corridor is published in the form of Pre-arranged Paths (PaP) and Reserve Capacity, via the online platform PCS. Only requests that have been placed via this tool can be taken into account.

3.1. Volume of offered capacity (PaPs)

This KPI displays the volume of PaPs (in million PaP-km) that has been published by the C-OSS in January 2014 to 2025 for the timetables 2015 to 2026.

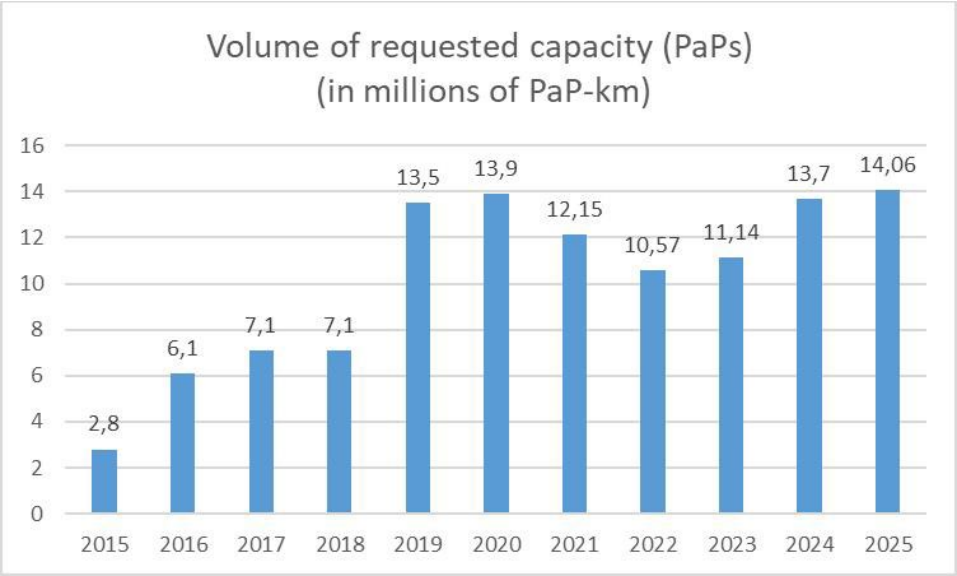
A total of 36,3 **million KMs** were published as PaPs for TT2026
(+14,5% compared to TT2025)
Increase mainly on INFRABEL due to a more proactive approach of Athus-Meuse users and publication of alternative PaPs on the North Sea Ports – Quévy-Feignies route
The objective of 100% of the pre-constructed paths crossing a corridor border publication, is reached.



3.2. Volume of requested capacity (PaPs)

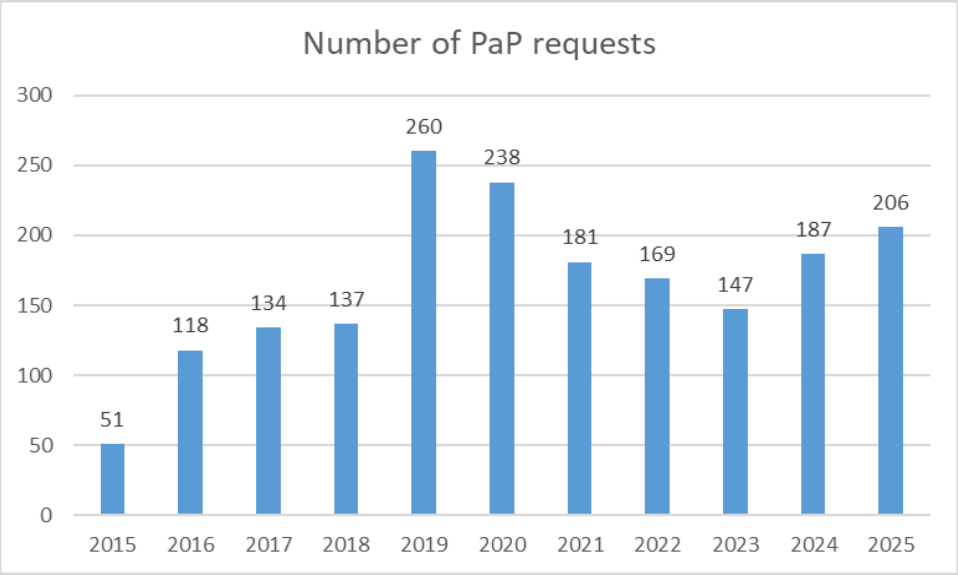
This KPI displays the volume of requested PaPs (in million PaP-km) that have been received by the C-OSS for the annual timetables 2015 to 2025. Feeder and outflow sections as well as overlapping sections (with other RFCs) are not included. Measured annual timetables 2015 to 2025 at the deadline for submitting path requests = X-8

The objective of 50% of the published capacity requested is almost reached



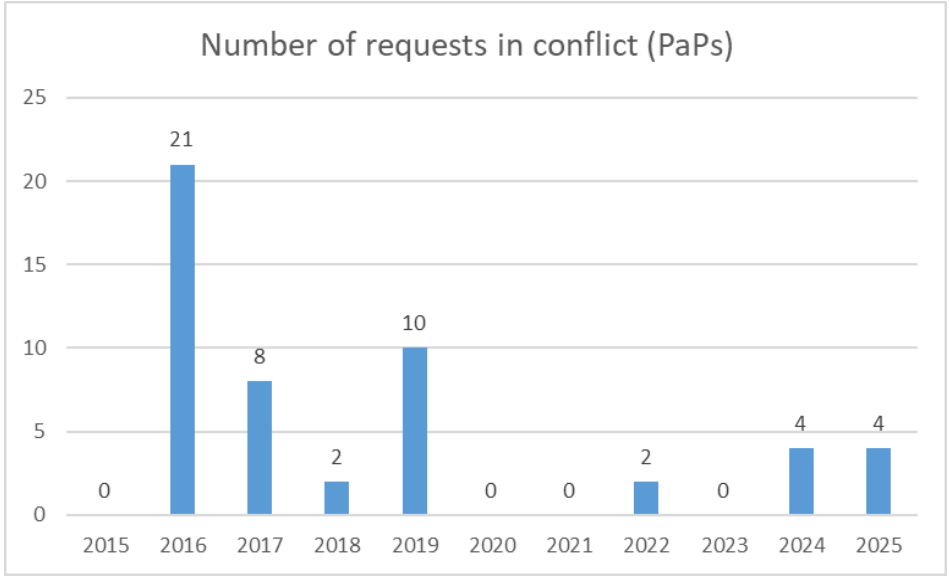
3.3. Number of requests (PaPs)

This KPI displays the number of PaP requests that have been received by the C-OSS for the annual timetables 2015 to 2025 = number of PCS dossiers submitted at the deadline for submitting path requests in the annual timetable process. Increase of 10% compared to TT2024.



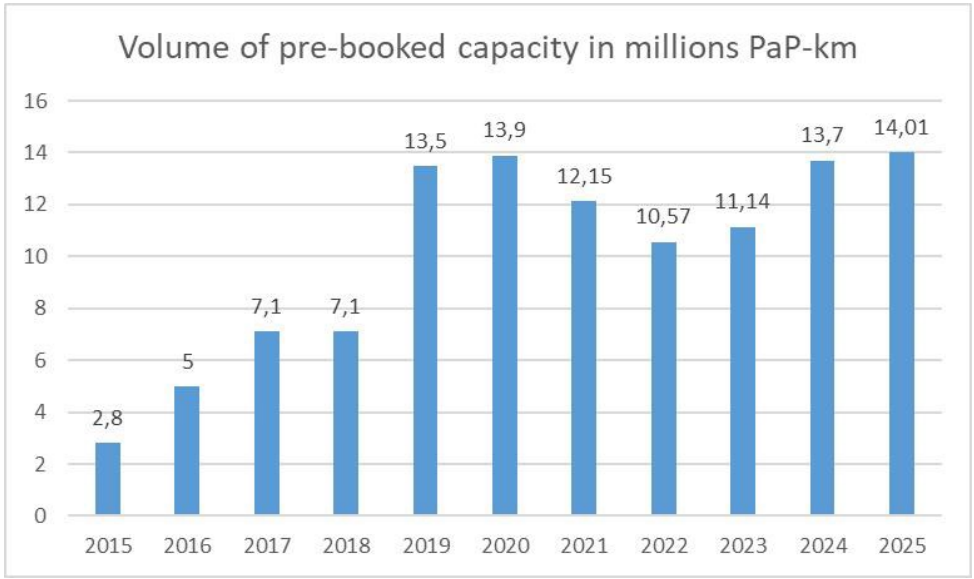
3.4. Number of conflicts (PaPs)

This KPI displays the number of PaP requests that have been received by the C-OSS for the annual timetables 2015 to 2025 = 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)

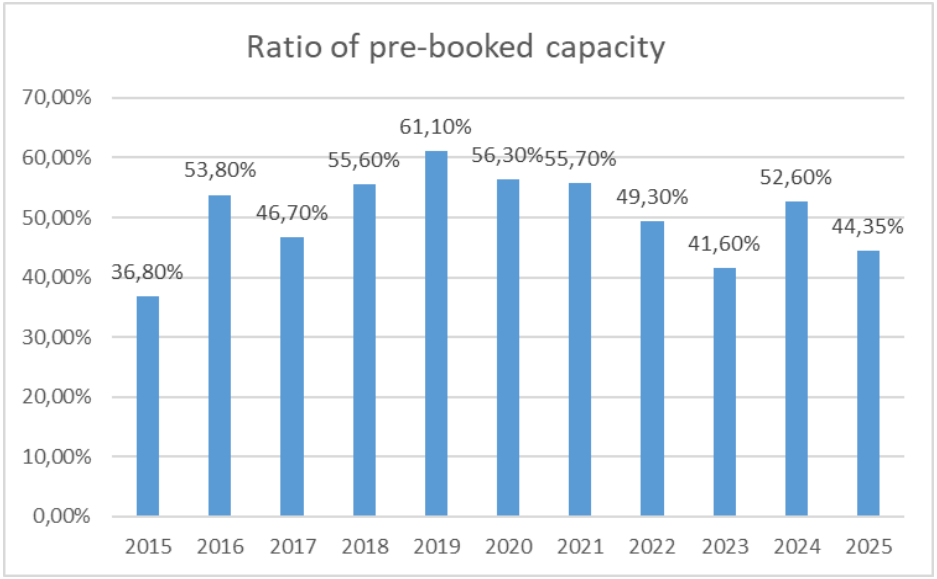
This KPI displays the volume of pre-booked capacity by the C-OSS for the annual timetables 2015 to 2025 at X-7,5
Increase of 3% compared to TT2024



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) (PaPs) for the annual timetables 2015 to 2025.

The objective of 50% of published PaPs to be pre-booked is almost reached



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 2025. This measured data is based on the statistics communicated to RNE via the C-OSS Community.

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3.8. Average Planned Speed of PaPs

This KPI compares the Average planned speed of PaPs on predefined Rail Freight Corridor North Sea – Mediterranean routes with the PaPs on the corresponding lines for the previous year.

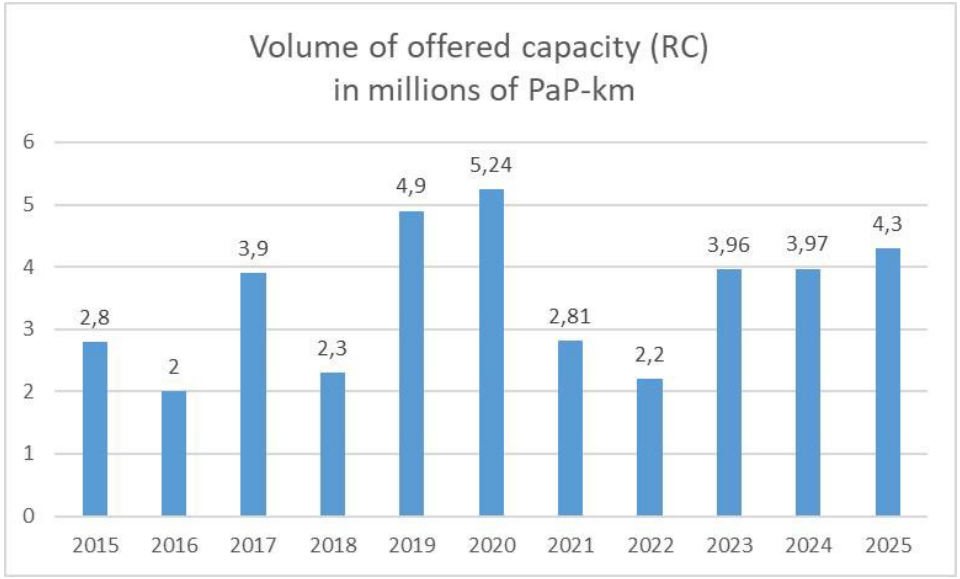
KM/h per Corridor Route										
Route including	Length Km	Catalogue TT 2013	Catalogue TT 2019	Catalogue TT 2020	Catalogue TT 2021	Catalogue TT 2022	Catalogue TT 2023	Catalogue TT 2024	Catalogue TT 2025	Catalogue TT 2026
Antwerp - Basel	748,8	57	52,2	55,1	54,4	55,7	59,4	61,2	55,4	57,3
Antwerp - Bettembourg	343,7	60,7	57,8	57,4	54,9	56,0	57,4	57,8	56,7	58,0
Antwerp - Uckange via Artère Nord Est	395,1	n.a.	n.a.	n.a.	n.a.	n.a.	63,1	64,8	63,3	60,0
Rotterdam-Antwerp	74,3	53,4	64,6	64,1	64,1	62,59	64,8	62,8	62,8	62,5
Metz - Lyon	454,1	n.a.	69,2	65,3	66,5	62	71,5	67,6	68,5	65,8
Dunkerque - Liège	311,1	n.a.	55,1	58,7	58,7	59,2	52,7	58,7	74,3	52,8
Antwerp - Paris	403,7	n.a.	n.a.	n.a.	n.a.	n.a.	43,2	39,2	44,7	48,0
Mont St. Martin - Basel	425,9		46,4	50,5	51,9	52	n.a.	n.a.	56,9	60,0
Antwerp - Lille	125,4		51,4	49,2	61,9	47,8	n.a.	n.a.	n.a.	43,6
Lille - Paris	247,3		69,2	68,5	70,7	57,3	n.a.	n.a.	n.a.	57,1

➔ Journey times include commercial and operational stops

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 2024 for the timetables 2015 to 2025

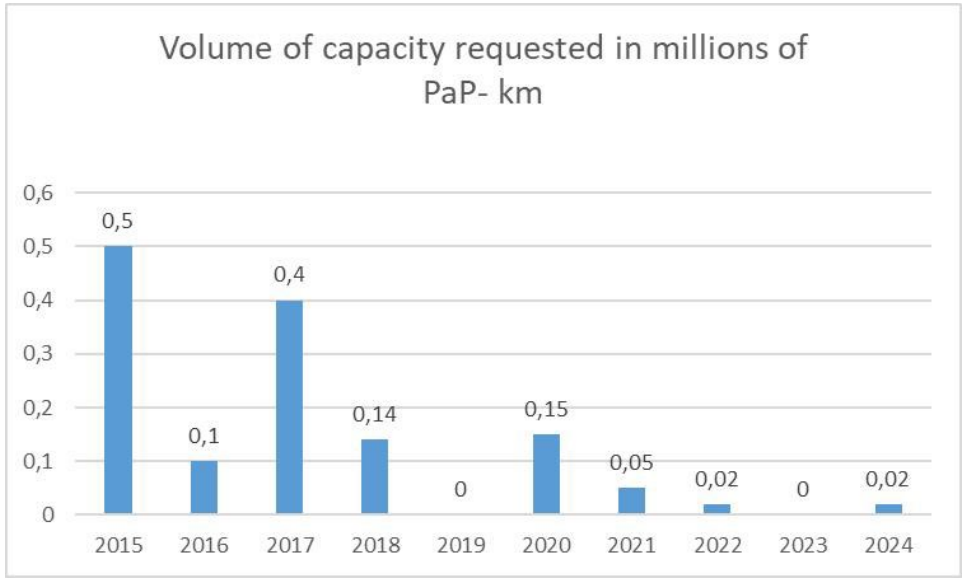
A total of 4,3 **million KMs** were published as Reserve Capacity for TT2025
The objective is to at least offer 10% of the capacity provided in the yearly TT PaP catalogue as RC. With 13.6% the target for TT2025 is reached



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. No Rolling Planning has been published for TT2024 & TT2025 following the decision of the Rotterdam-Antwerp TTR WG

3.10. Volume of requested capacity (RC)

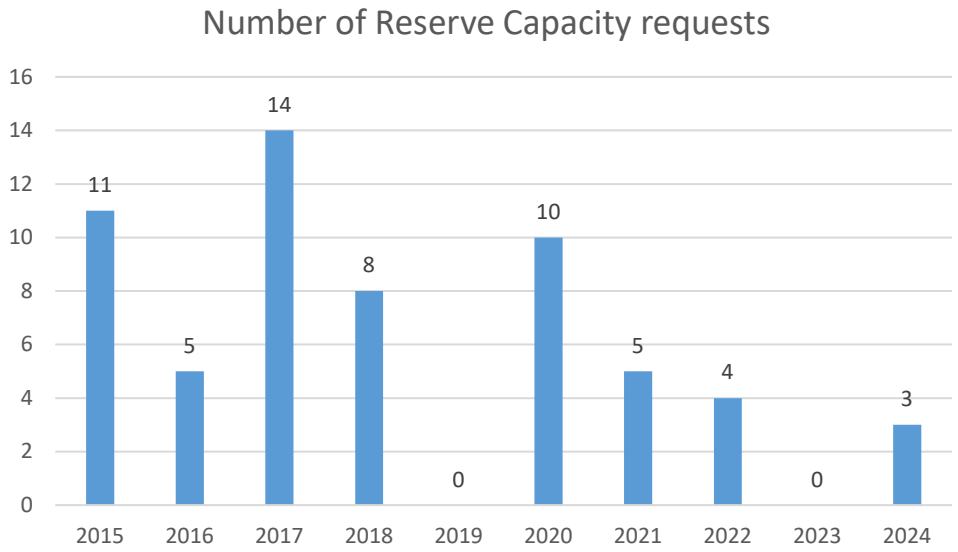
This KPI displays the volume of Reserve Capacity that have been requested at the C-OSS for the annual timetables 2015 to 2024.



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. Rolling Planning capacities have been published until TT2023

3.11. Number of Requests (RC)

This KPI displays the number of Reserve Capacity Requests that has been received or submitted by the C-OSS for the annual timetables 2015 to 2024 = number of PCS dossiers requested.



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. Rolling Planning has been published until TT2023

3.12. Relation between CNAs, offer & requested capacity

This measured data compares the amount of Capacity Needs Announcements, the amount of offered PaPs & the amount of requested (pre-booked) 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			TT2025		
	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)	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	52	50	46
Antwerp - Bettembourg	5	40	20	4	65	10	7	71	18	7	49	30	7	59	14	7	53	20	0	51	20
Mont-St-Martin - Basel	24	20	20	22	18	18	11	16	20	7	6	14	3	3	1	1	1	5	1	1	3
Rotterdam - Antwerp	8	37	5	6	32	1	14	55	14	11	59	27	11	58	22	10	78	31	10	75	22
Antwerp - Lyon	8	4	7	3	5	2	0	0	0	2	2	2	2	4	2	8	4	4	2	2	2
Antwerp - Lille	30	19	22	24	20	10	18	16	12	12	10	16	4	4	0	11	11	5	7	7	5
Lille/Somain - Paris	16	13	9	12	13	4	4	4	4	0	0	0	0	0	0	2	2	2	5	3	0
Metz - Lyon	47	29	13	36	36	30	40	38	25	36	40	29	48	48	31	46	46	36	56	56	33
Dunkerque - Liège	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	4	4	4
London - Calais	0	6	0	0	4	2	6	6	4	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Calais - Metz	12	6	5	17	14	7	8	8	6	4	2	2	4	4	2	6	6	4	14	10	0

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4. OPERATIONS

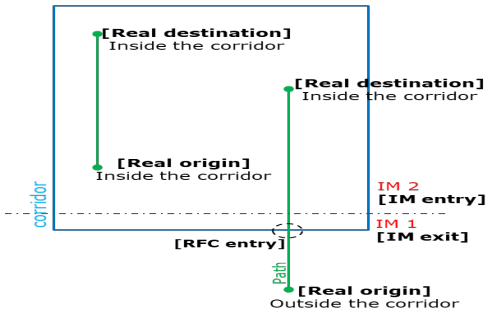
4.1 Corridor Punctuality at Origin and Destination

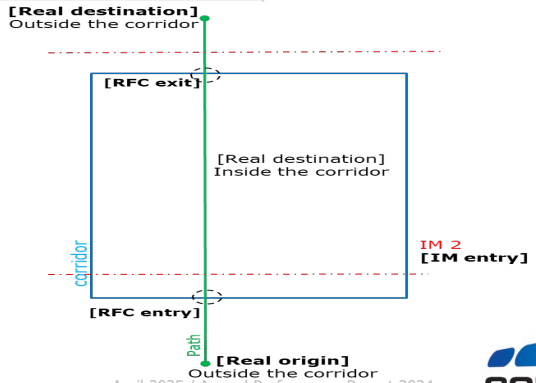
This KPI shows the average punctuality of trains running at entry and exit of the Corridor, through different delay thresholds
Punctuality calculation is based on the Train Information System (TIS) data and takes into account all RFC-related trains at RFC entry/exit with a delay less or equal to the threshold compared to all RFC-related trains at RFC entry/exit.

Yearly punctuality KPI 2024	15 minutes threshold	30 minutes threshold
At Origin (RFC Entry)	72%	80%
At Destination (RFC Exit)	62%	72%

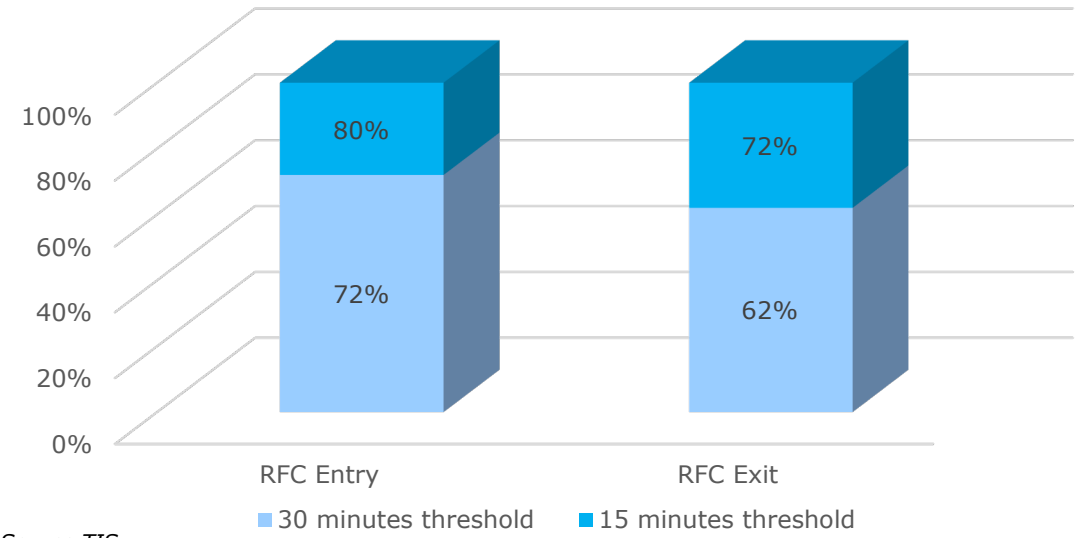
Source TIS

- ***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*



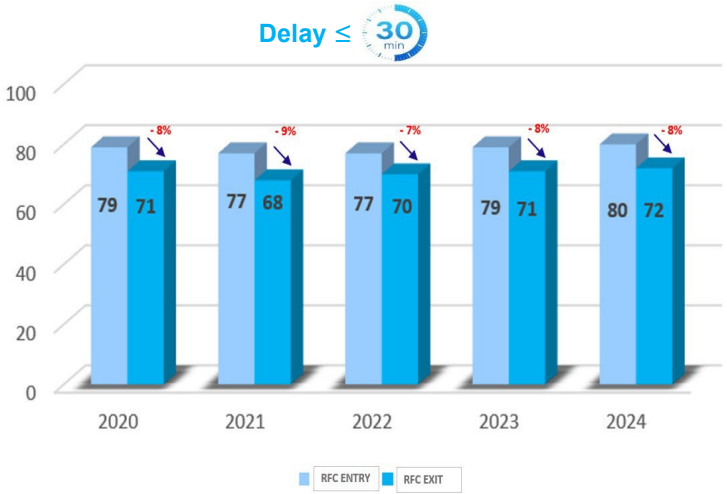


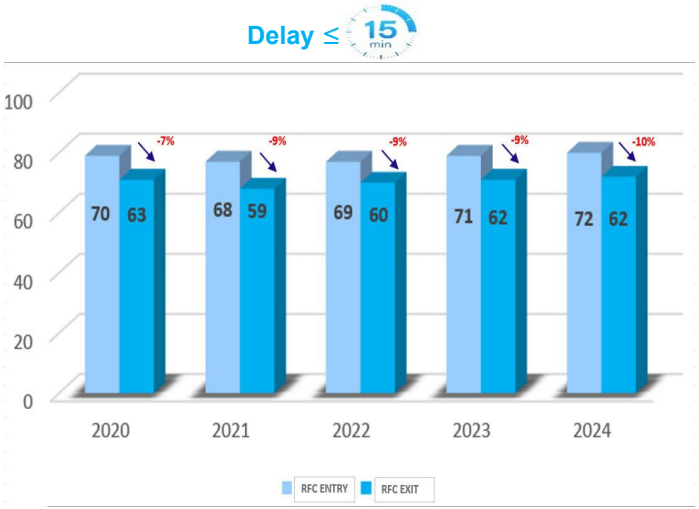
2024 Punctuality overview



Source TIS

Punctuality loss between RFC Entry and Exit





Source TIS

The loss of punctuality between RFC Entry and RFC Exit varies from -8% with 30min delays, to -10% with 15 min delays, over the last 5 years

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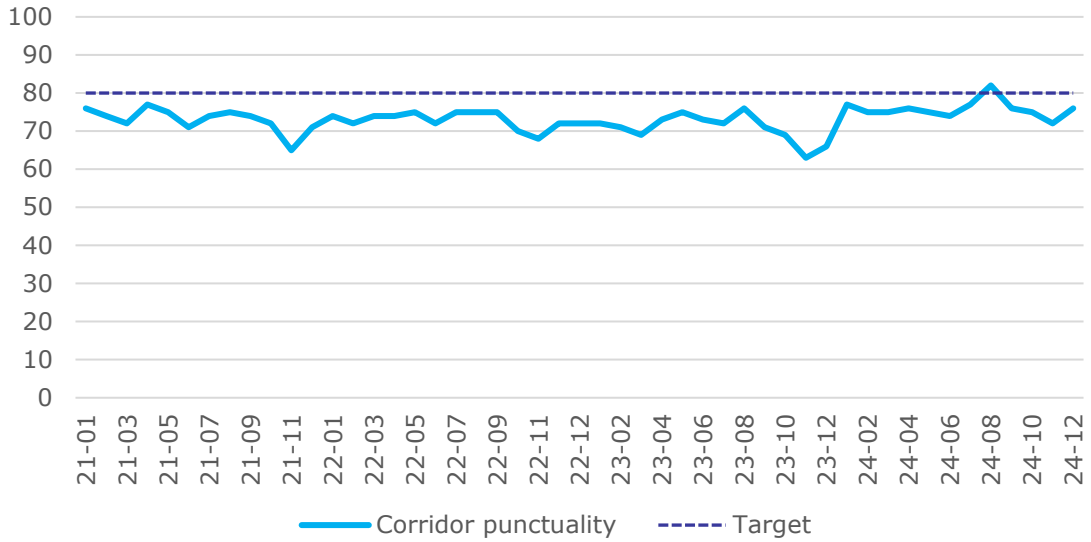
Punctuality per month



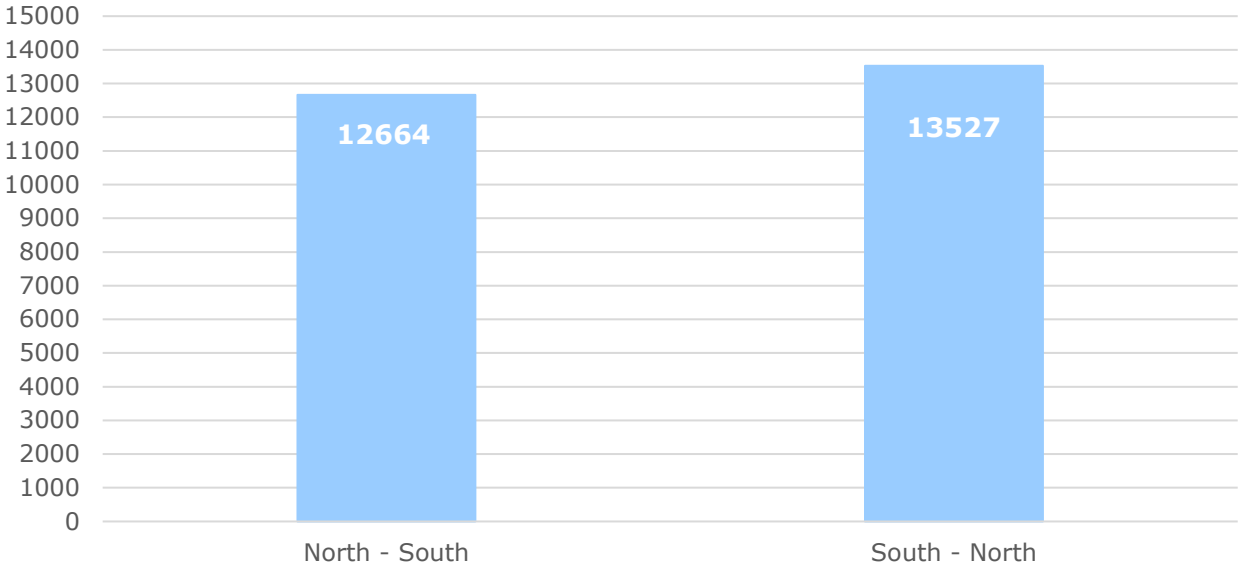
Mesured			
2021	2022	2023	2024
74%	74%	76%	76%

Source TIS

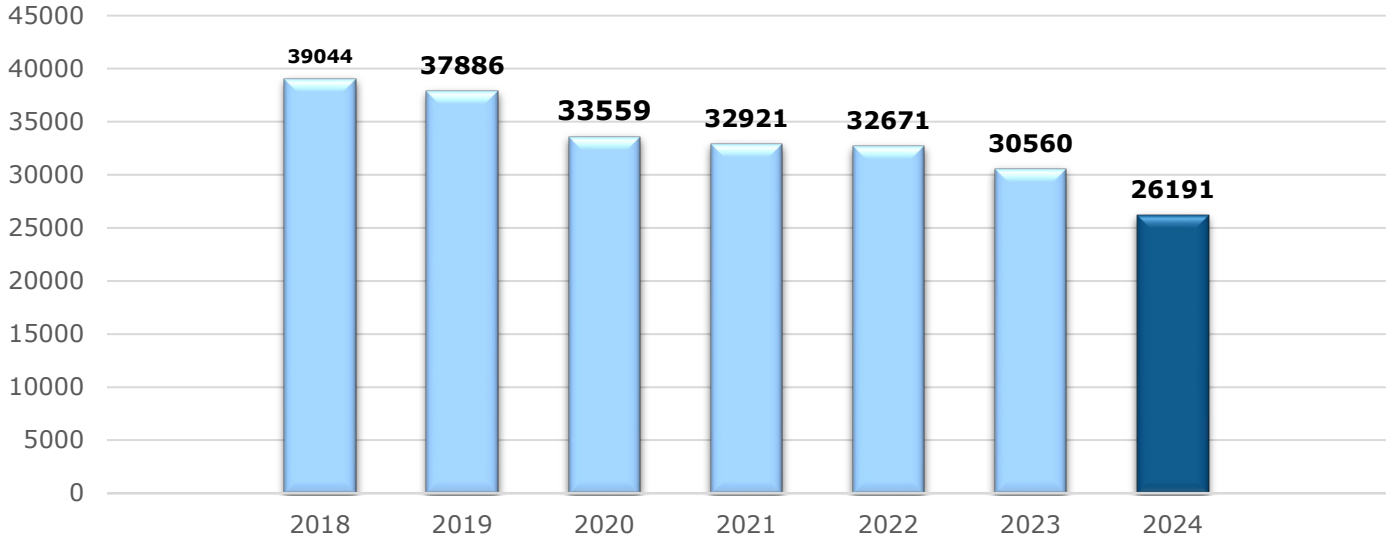
The graph above shows an overview of the average punctuality at 30 minutes threshold, per month between 2021 and 2024. Even though the calculation method changed in 2024 and the figures are not comparable with the previous years, the average punctuality stands at 76%, confirming the stable trend observed on the corridor for the past 4 years

4.2 Number of trains on RFC NSM

The following graph is based on the Train Information System (TIS) data and shows the unique count of RFC NSM related trains for 2024. Every train, which was identified as RFC related train (based on the new train definition) is counted just once



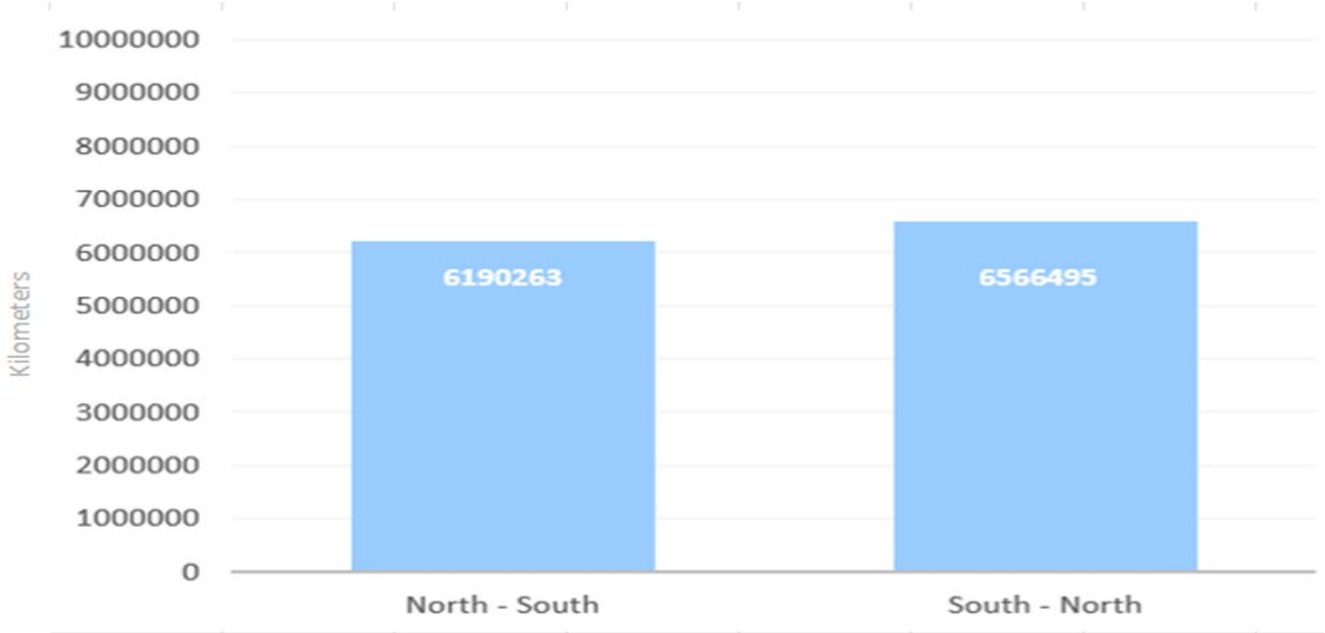
number of trains on RFC NSM



Source TIS

The graph above gives an overview of the total number of trains.
However, the calculation method changed in 2024 and the figures for are not comparable with the previous years .
Indeed, a new train definition was used to calculate 2024 figures and explains the visible drop between 2023 and 2024.

4.3 Train kilometers of trains on RFC NSM



Source TIS

This indicator shows the train kilometers of trains per direction, calculated by summing the O/D distances of all trains on RFC NSM.
The total on the corridor amounts to 12 756 758 km

4.4 Dwell times in border sections

Border	Average planned dwell [min.]	Average real (clean) dwell [min.]
Arlon - Kleinbettingen	5	3
Athus - Pétange	5	2
Baisieux - Y Froyennes	3	4
Basel St. Johann - St Louis Haut Rhin	75	76
Essen - Roosendaal	8	8
Feignies - Quévy*	0	0
Jeumont - Erquelinnes	0	1
La Plaine - Pougny-Chancy	4	3
Mont-Saint-Martin - Y Aubange	0	0
Thionville - Bettembourg	28	28
Tourcoing - Moeskroen	1	0
Y Aubange - Pétange	3	1
Zelzate - Sas van Gent**	1	0

* not an official border, but figures are published in addition as the C-OSS publishes capacity

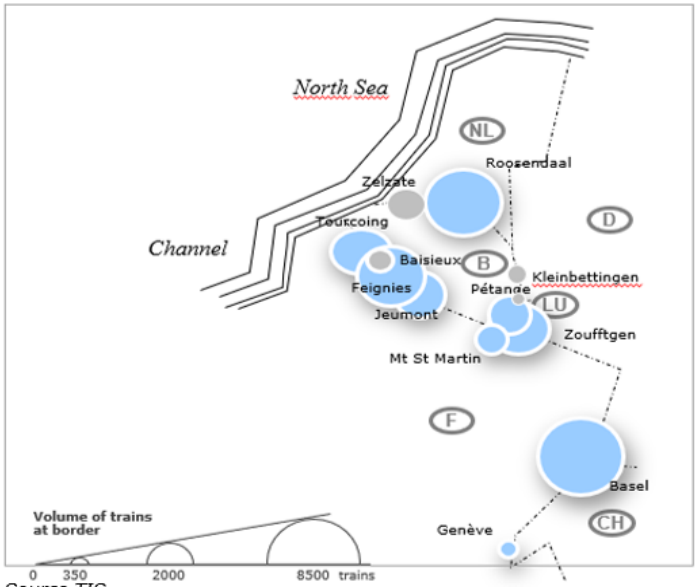
** measured only on Belgian side

Source TIS

This KPI provides the average planned and clean/real dwell of all international freight trains crossing the border along the RFC in the main measuring points, where border crossing related procedures usually occur.

5. MARKET DEVELOPMENT

5.1 Number of train per borders



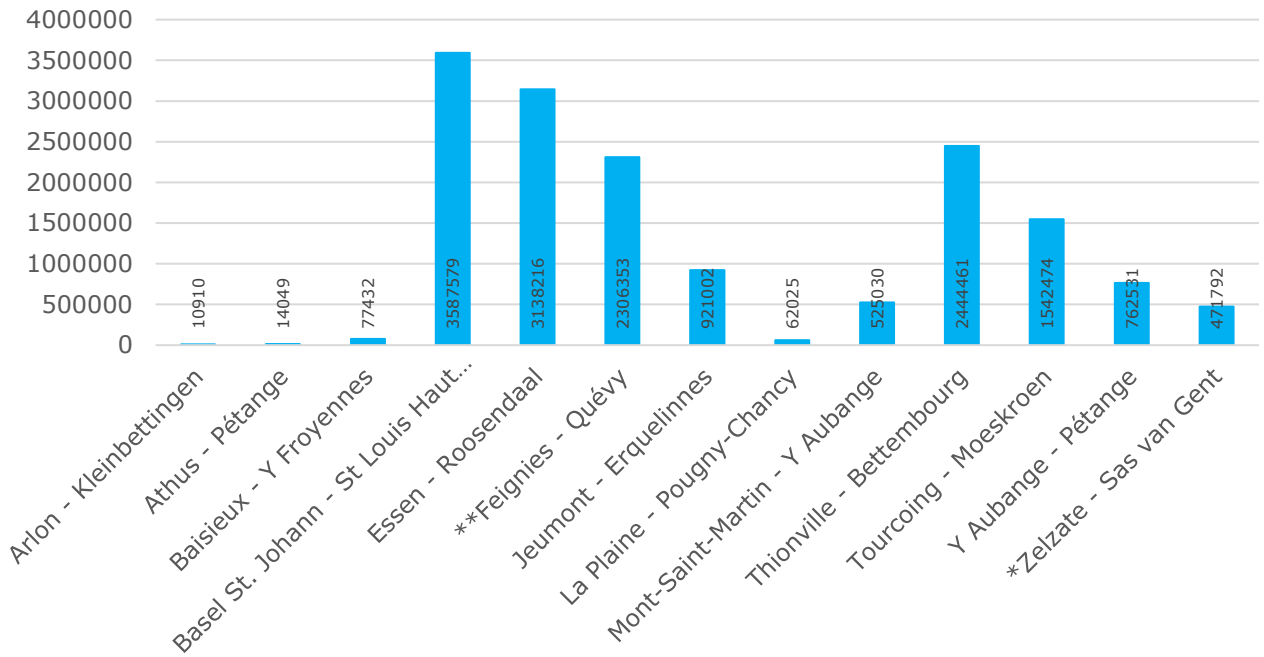
Source TIS

Border location name		Volume (Nb Trains) 2024	Share
Prorail	Infrabel		
Roosendaal Grens	Essen Grens	5880	19%
Sas van Gent	Zelzate Grens	1731	6%
Infrabel	ACF CFL		
Aubange frontière LU	Pétange	1758	6%
Arlon	Kleinbettingen	63	0%
Athus-Frontière	Pétange	56	0%
Infrabel	SNCF Reseau		
Mouscron Fr	Tourcoing frontière	3251	11%
Aubange Fr LU	Mont St Martin frontièrere	983	3%
Erquelines frontière	Jeumont frontière	2367	8%
Blandain frontière	Baisieux frontière	352	1%
Feignies	Quévy	4014	13%
ACF CFL	SNCF Reseau		
Bettembourg frontière	Zoufftgen frontière	3517	11%
SNCF Reseau	CFF Infra		
Bale St Jean	Basel St Johan	6247	20%
Pougny Chnacy	La Plaine	391	1%

**Figures for Feignies are included, even though the border point is not officially part of the RFC NSM lines. This approach allows for a more comprehensive monitoring of the overall evolution of cross-border freight services.*

The number of trains per border gives an indication of the geographical spread of the traffic on the Corridor.
Although the border point between Belgium and the Netherlands Essen-Roosendaal used to be the most active for this Corridor over the last 2 years, it has recently been overtaken by the Benelux/Switzerland axis. The high-capacity Benelux/Switzerland route supports the development of the Antwerp port area, which explains the importance of traffic at Bâle St Jean/Basel St Johann border point.

5.2 Train kilometers of trains per border



This KPI is based on TIS figures and calculated as the sum of real distances between origin and destination of all trains crossing a specific border along the RFC.

** The figure at this border is only measured on Zelzate side*
*** not an official border, but figures are published in addition as the C-OSS publishes capacity*

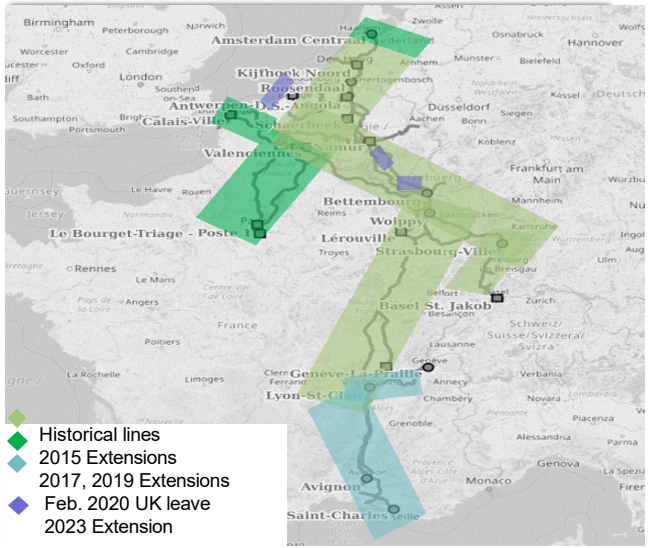
5.3 Number of trains crossing a border along the RFC

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 :



The figures for Feignies/Quévy are mentionned for information purposes, even though the border does not officially make part of RFC NSM lines and are not published in RNE KPI's

5.4 Trains kilometers of trains crossing a border along the RFC

Source TIS

The data related to this KPI were not reliable for previous years, making it impossible to publish them, which explains the absence of data for those years

5.5 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.

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	TT2025
Basel/St.Louis	44%	78%	79%	79%	54%	64%	70%	100%
Blandain/Baisieux	46%	100%	38%	83%	0%	46%	67%	39%
Erquelinnes/Jeumont	26%	32%	9%	26%	63%	45%	84%	96%
Aubange/Rodange	68%	96%	80%	93%	100%	94%	89%	85%
Aubange/Mont-St-Martin	60%	100%	100%	92%	100%	63%	86%	65%
Zoufftgen/Bettembourg	15%	36%	10%	65%	82%	87%	100%	100%
Mouscron/Tourcoing	37%	94%	55%	84%	57%	49%	55%	71%
Essen/Roosendaal	38%	27%	27%	19%	28%	28%	41%	38%
La Plaine/Pougny-Chancy		0%	59%	0%	100%	100%	75%	100%
Calais-Fréthun-Tunnel	50%	48%	55%	55%	0%	5%	NA	NA
Feignies/Quévy			36%	75%	48%	65%	84%	83%
Total	41%	63%	47%	64%	70%	56%	73%	95%

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

CORRIDOR
NORTH SEA – MEDITERRANEAN

80%

CONTACT

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