**IRG-Rail (17) 3** 

WG Access proposes the following list of KPIs to be published on the website of IRG-Rail. The Wg Access will take care for collecting the relevant figures.

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| Business area | **KPI** | **Calculation formula** | **Source of data** |
| Capacity management | Volume of offered capacity | Km\*days offered | PCS |
| Volume of requested capacity | Km\*days requested | PCS |
| Volume of requests | Number of PCS dossiers | PCS |
| Volume of capacity (pre-booking phase) | Km\*days(pre-booking phase) | PCS |
| Number of conflicts | Number of PCS dossiers submitted to the C-OSS that conflict with at least one other PCS dossier/ total number of dossiers | PCS |
| Number of cancelations before timetable change | Number of dossiers cancelled or partially cancelled (cancellation of the train path or part of the train path in one or more train running days)/ total number of dossiers | PCS or information from C-OSS or IM’s national tools |
| Number of modifications before timetable change | Number of dossiers modified (number of path modifications in terms of timetable or calendar or train number) / total number of dossiers | PCS or information from C-OSS or IM’s national tools |
| % of capacity allocated by the COSS in comparison to the total capacity allocated | Per each RFC section: PAP Km\*days allocated/ total Km\*days allocated | IM’s national tools |
| % of saturation of corridor section due to PaPs | total capacity of the corridor line section allocated to PaPs/total potential capacity of the corridor line section | IM’s national tools |
| **Operations** | Punctuality at origin | The calculation formula for this KPI corresponds to that of KPI 2 in the RNE Manual 'Cooperation in Train Performance Management' | TIS |
| Punctuality at destination | The calculation formula for this KPI corresponds to that of KPI 1 in the RNE Manual 'Cooperation in Train Performance Management' | TIS |
| Number of train runs | Total number of train runs having a RA (Running Advice) on selected pairs of border points | TIS |
| Punctuality and delay reasons | In minutes;  list of delay reasons | information from C-OSS; IM’s national tools |
| Planned average speed of paths vs actual train running | Absolute number | information from C-OSS or IM’s national tools |
| Number of trains affected and amount of delay caused by deviations from TCR | Number of trains; delay minutes by TCRs | information from C-OSS: IM’s national tools |
| Number and duration of disruptions – delay reasons need to be identified | Absolute numbers, minutes | information from C-OSS; IM’s national tools |
| Cancelations of trains within the timetable (number of dossiers) | Cancellation of the train path or part of the train path in one or more train running days | PCS or information from C-OSS or IM’s national tools |
| **Market development** | Traffic volume | Number of train runs with RA on selected border points | IM’s national tools |
| Relation between capacity allocated by the C-OSS and total traffic | Number of trains allocated by the C-OSS involving selected points/number of train runs having a RA on selected border points | PCS  IMs` national tools |
| **Commercial conditions of use** | Average track access charge per train-km on the RFC related rail infrastructure | €/trainkm | IM’s national tools |
| Customer satisfaction KPI | Qualitative data | <http://www.rne.eu/rail-freight-corridors/rfc-user-satisfaction-survey/> |