



Commonly applicable RFC KPIs

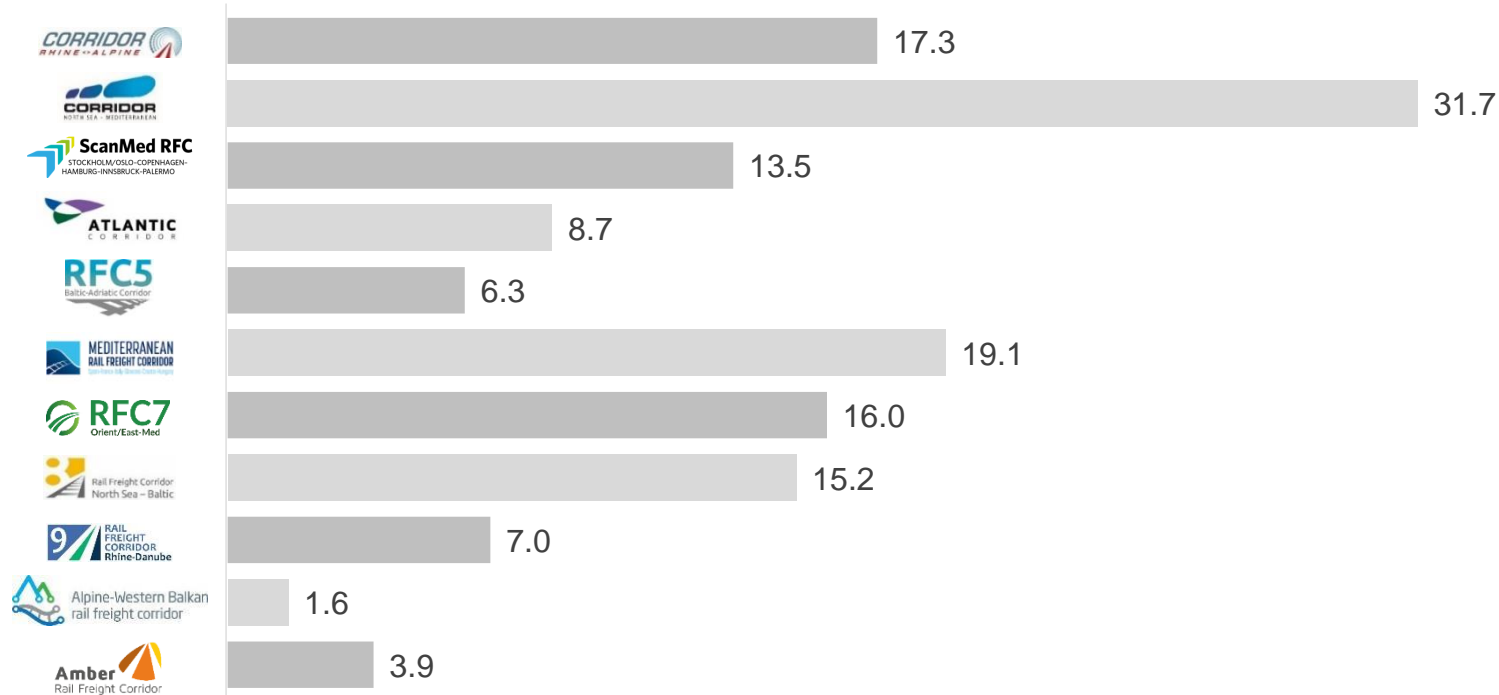
Year of publication 2024



CAPACITY MANAGEMENT
for TT2025 / TT2024
(publication year 2024)

CAPACITY MANAGEMENT

Volume of offered capacity – PaPs (at X-11) (millions of path kilometers)



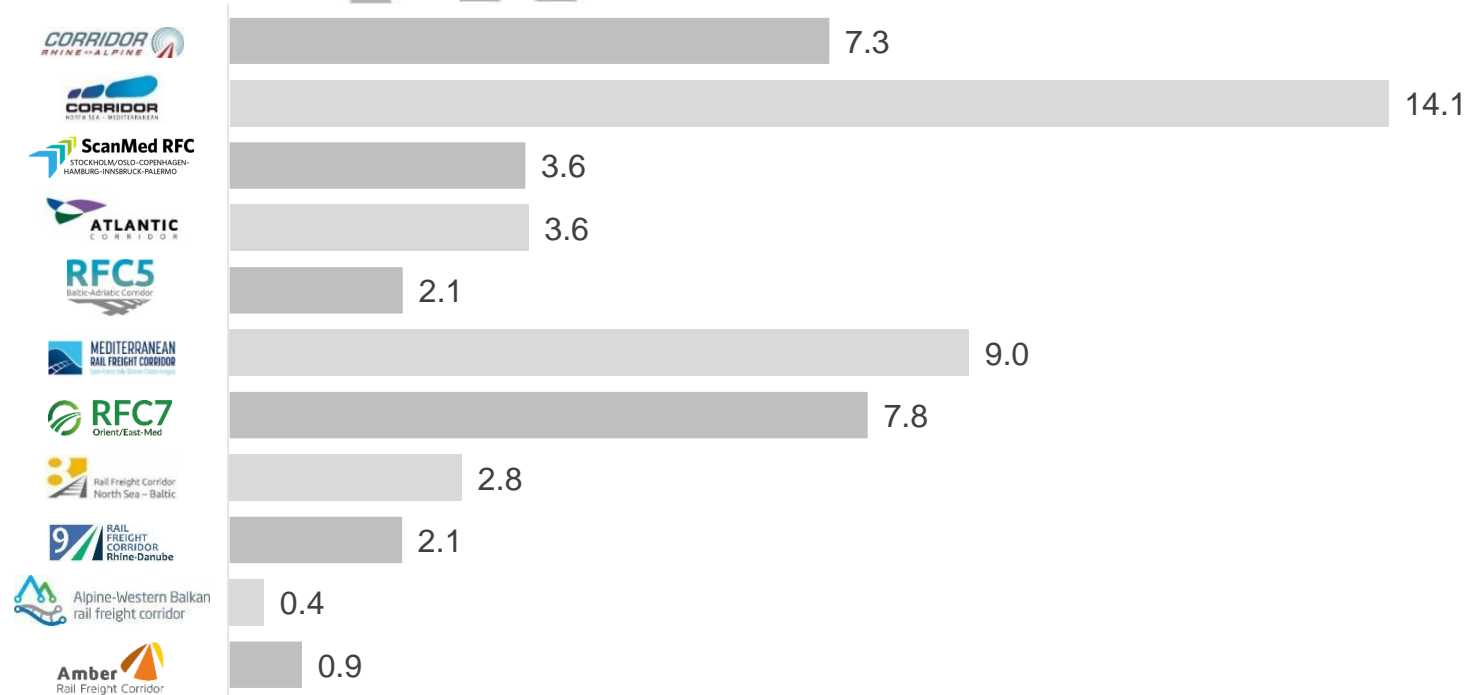
For TT 2025

**The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

CAPACITY MANAGEMENT

Volume of requested capacity – PaPs (at X-8)

(millions of path kilometers)

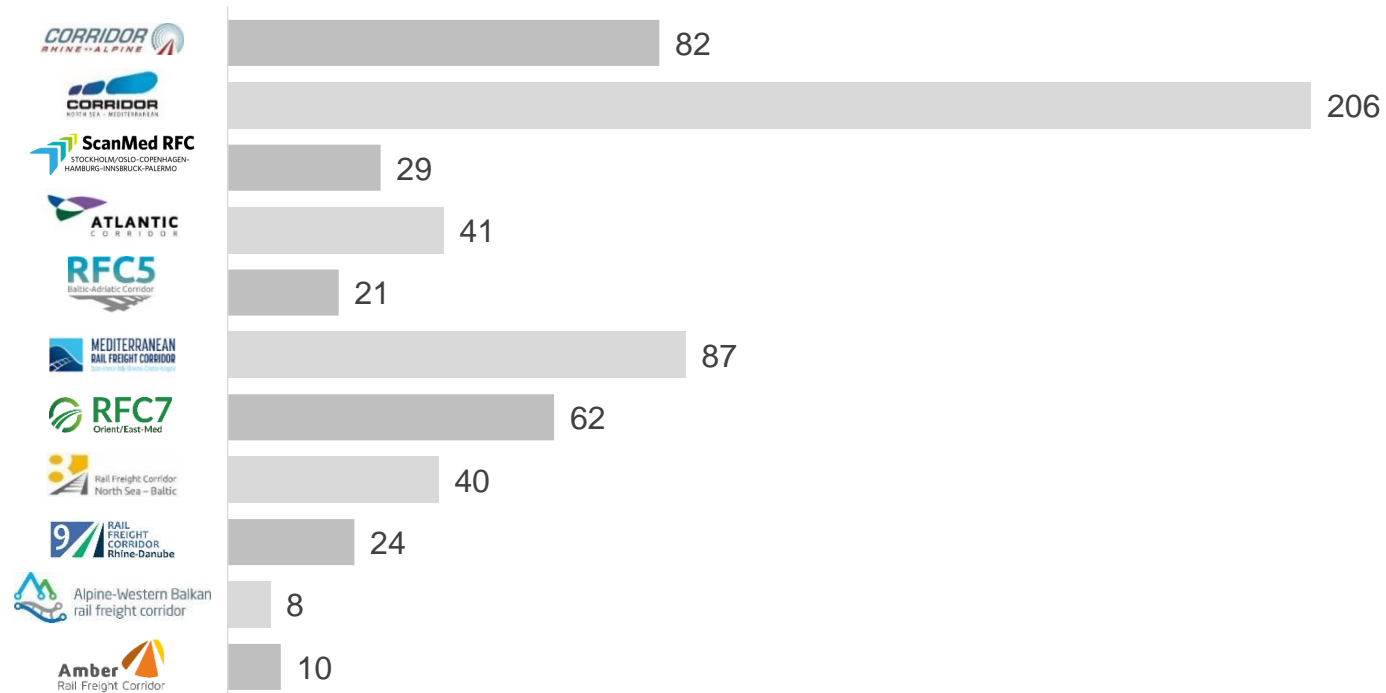


For TT 2025

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CAPACITY MANAGEMENT

Number of requests – PaPs (at X-8) (number of PCS dossiers)

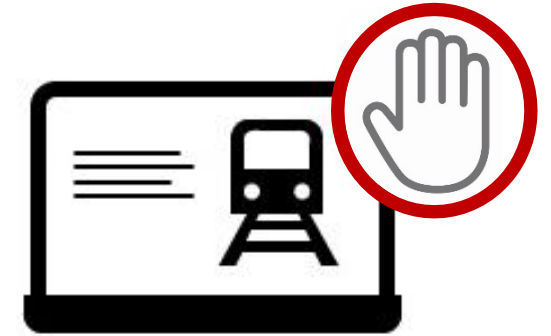
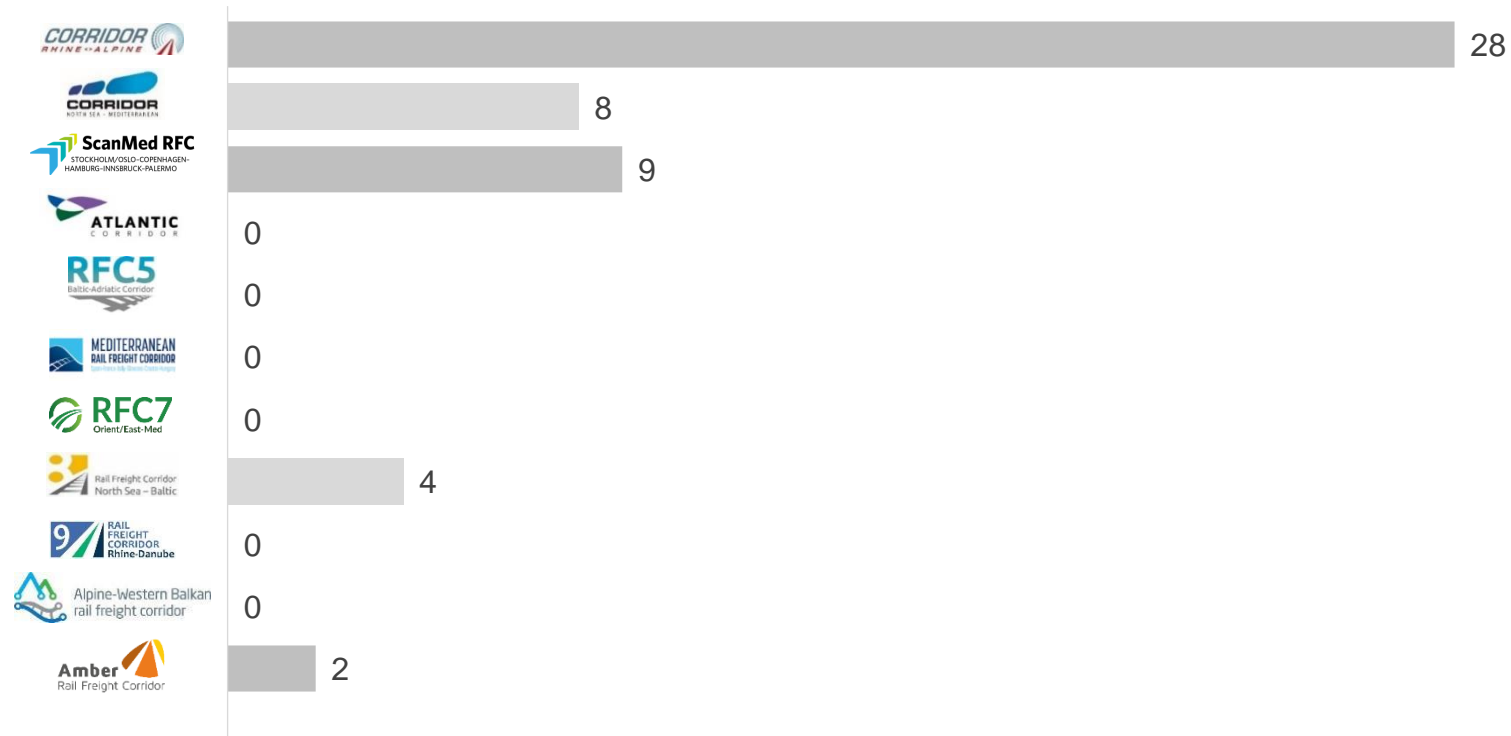


For TT 2025

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CAPACITY MANAGEMENT

Number of conflicts – PaPs (at X-8) (number of conflicting PCS dossiers)

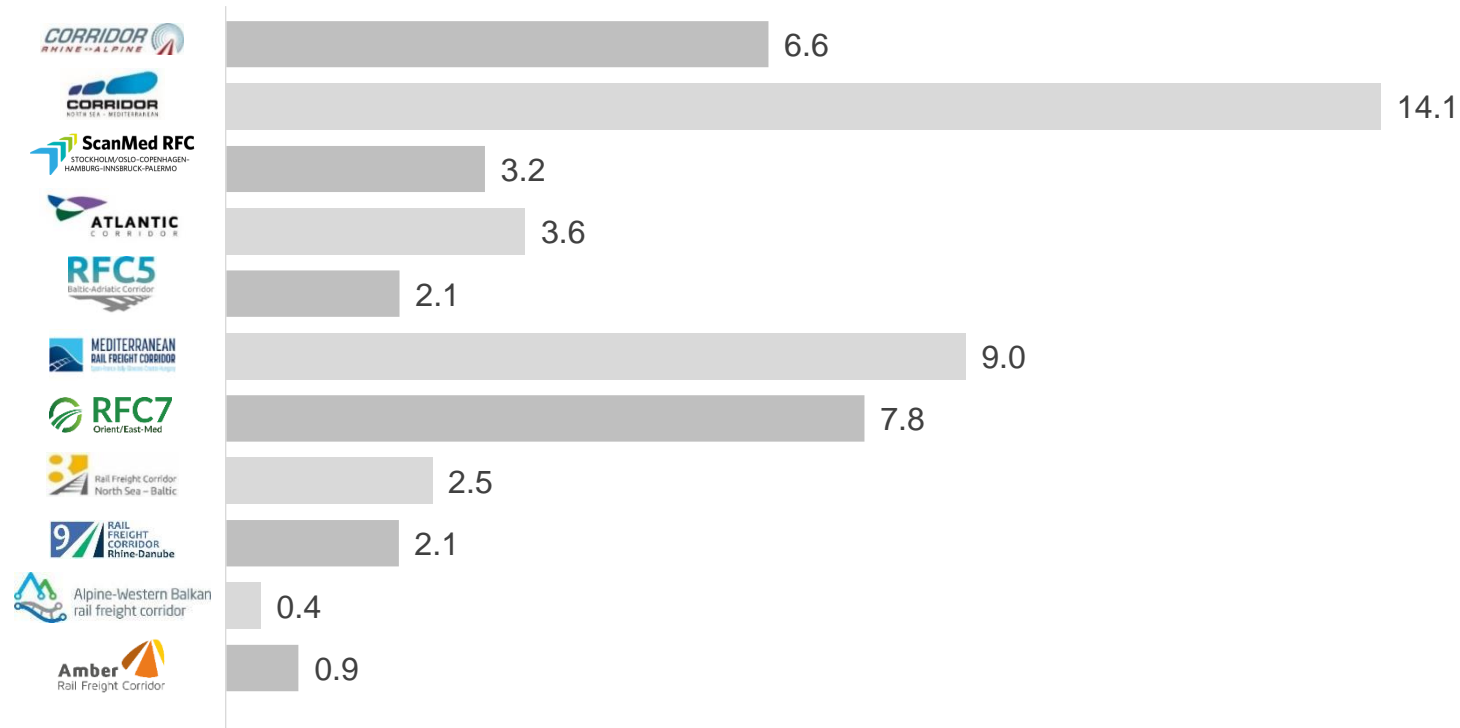


For TT 2025

**The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

CAPACITY MANAGEMENT

Volume of pre-booked capacity – PaPs (at X-7.5) (millions of path kilometers)

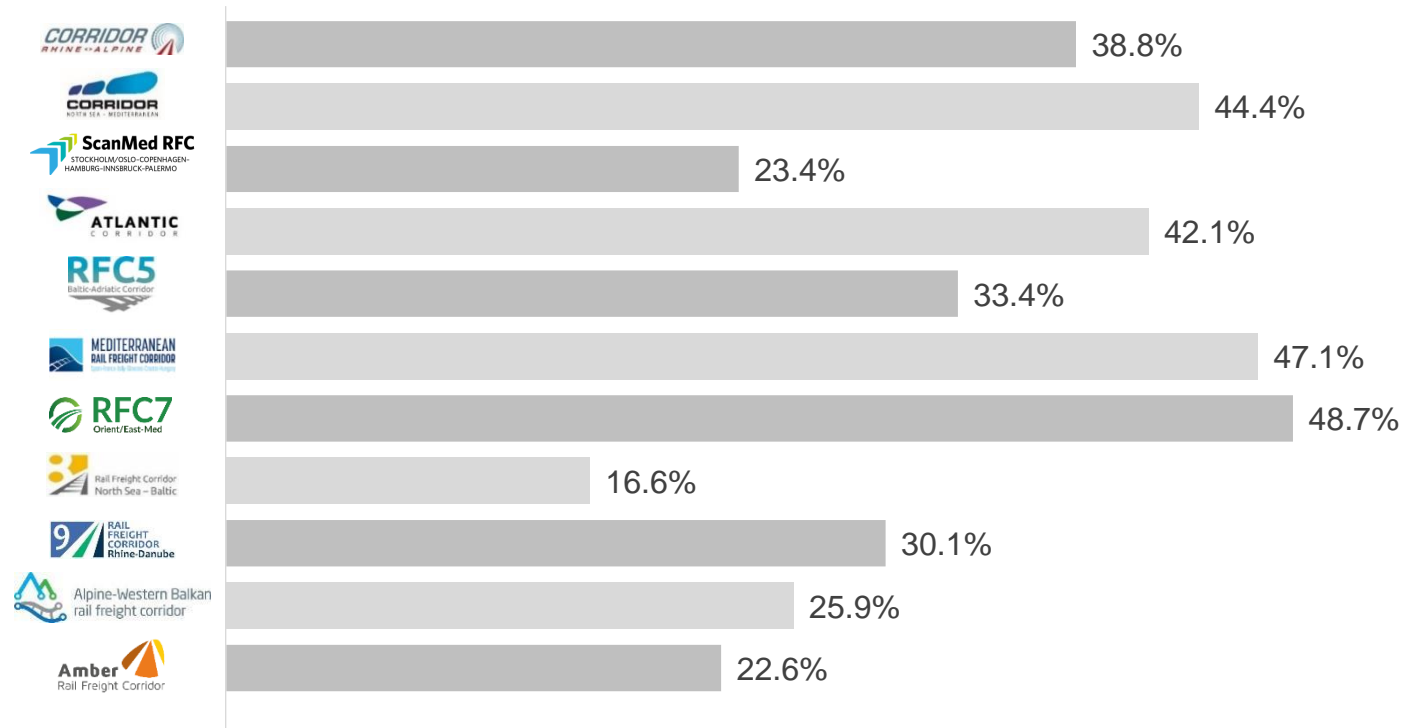


For TT 2025

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CAPACITY MANAGEMENT

Ratio of pre-booked capacity – PaPs (at X-7.5) (to the volume of capacity offered at x-11)



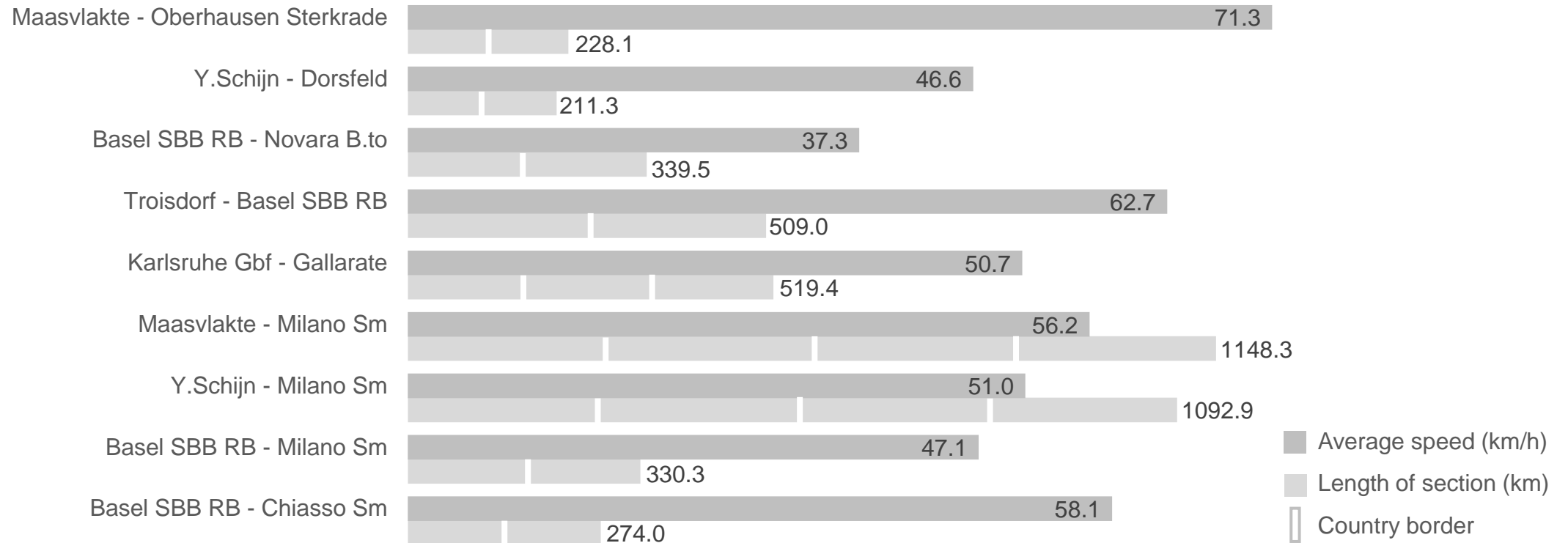
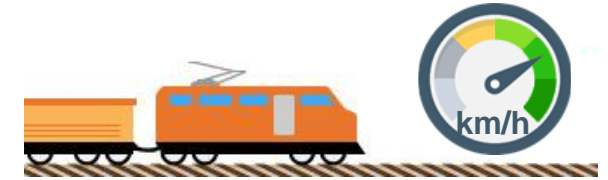
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For TT 2025

CAPACITY MANAGEMENT

Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

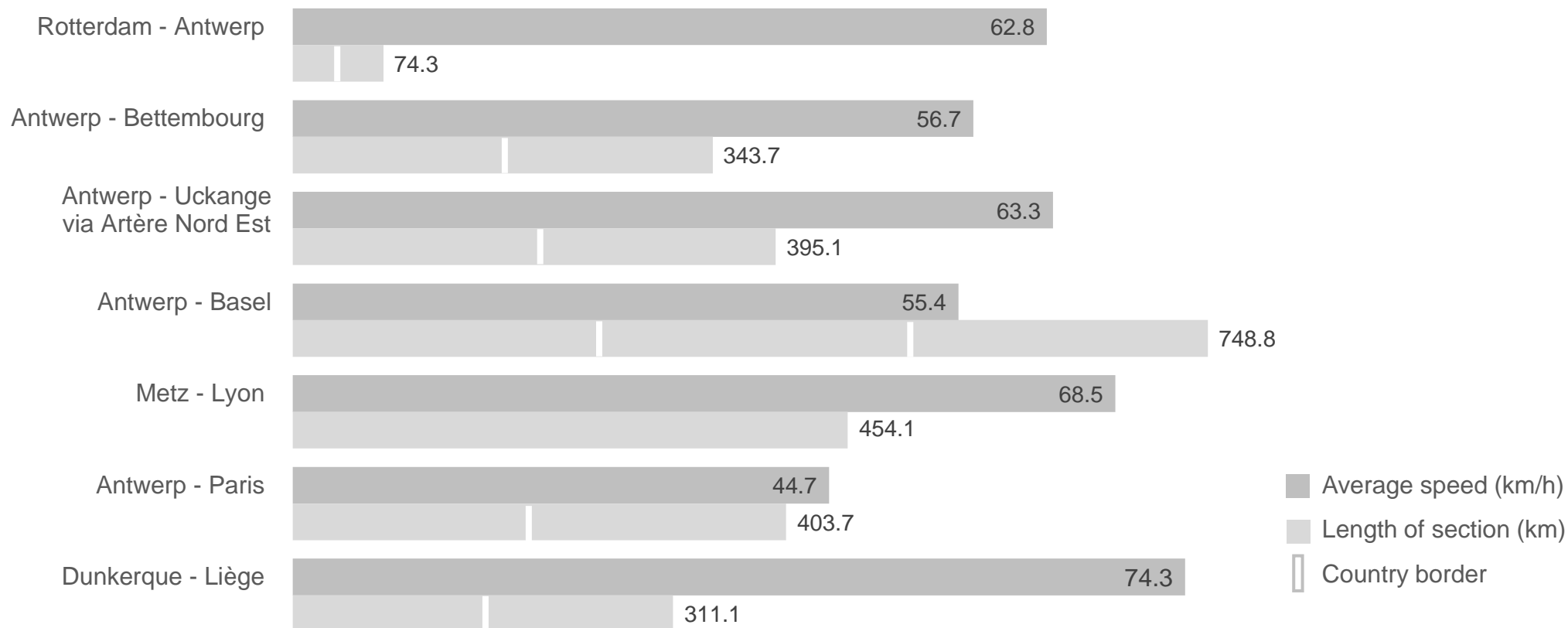
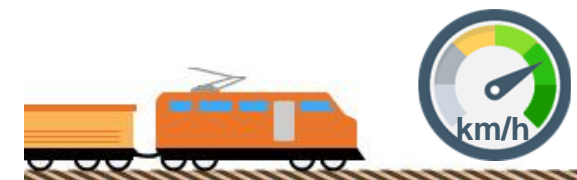


**This KPI should be perceived as qualitative as journey times might include commercial and operational stops.*

CAPACITY MANAGEMENT

Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

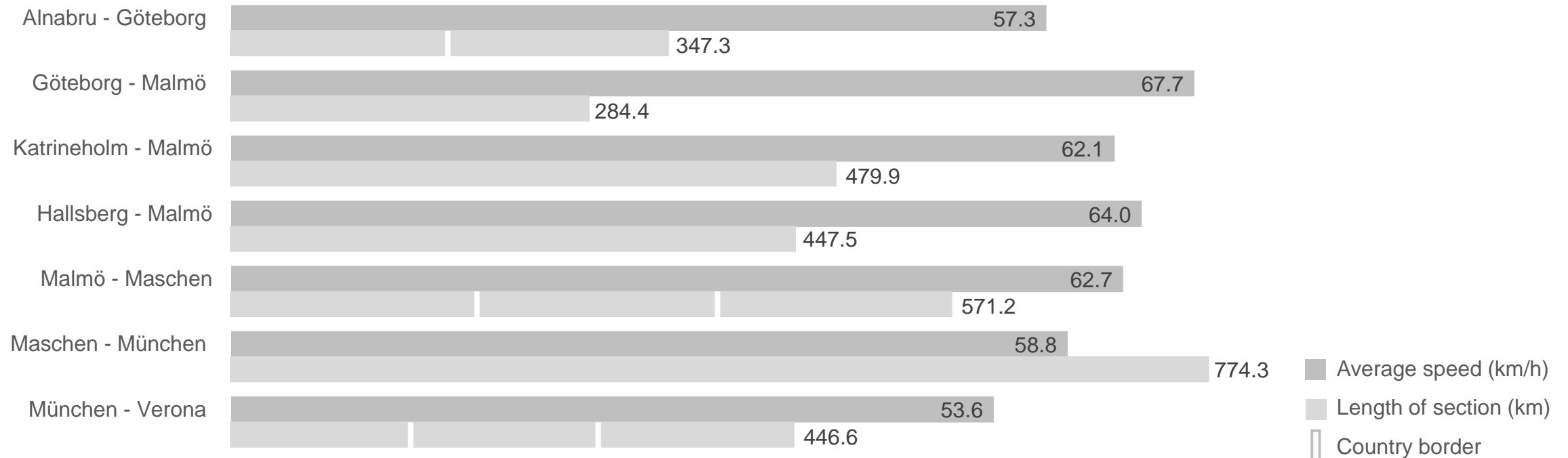
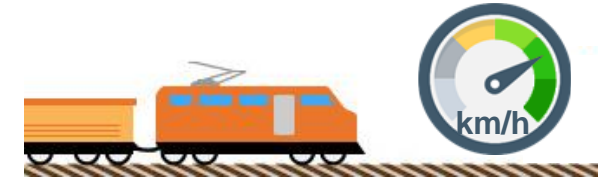


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CAPACITY MANAGEMENT

Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

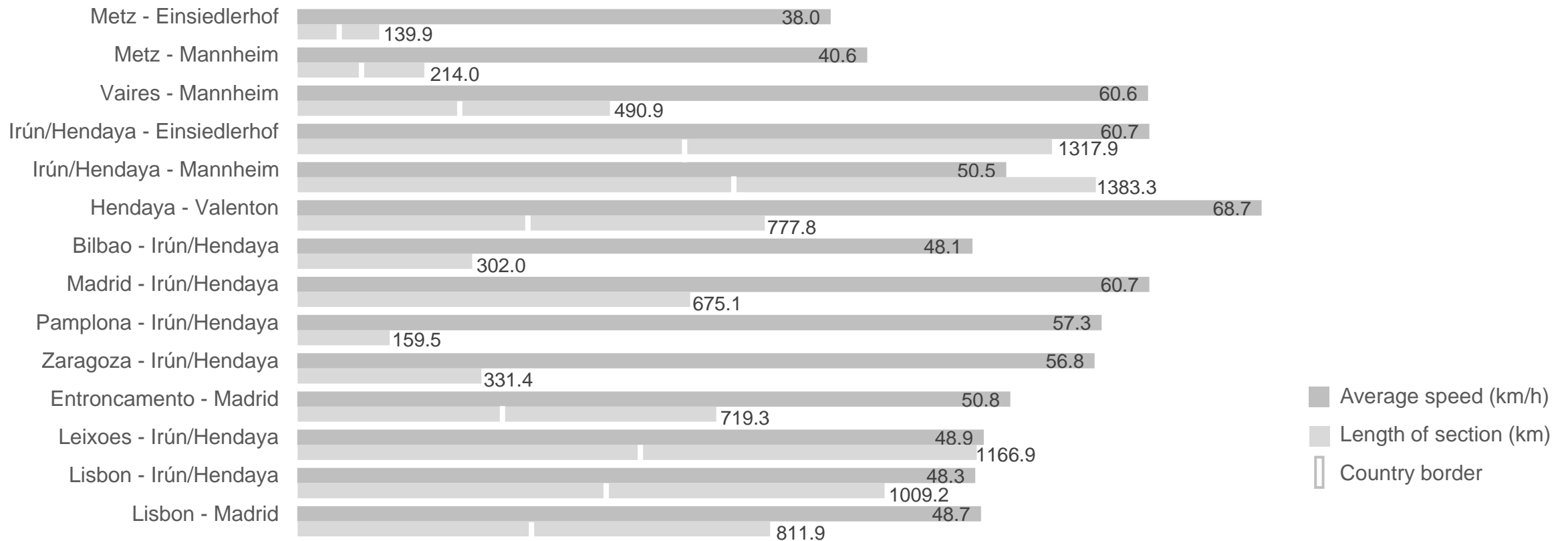
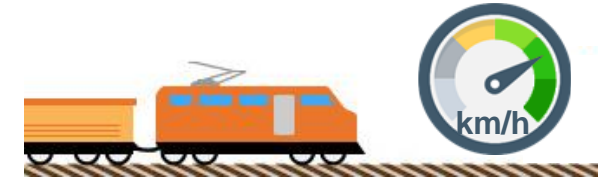


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Average planned speed of PaPs for TT 2025

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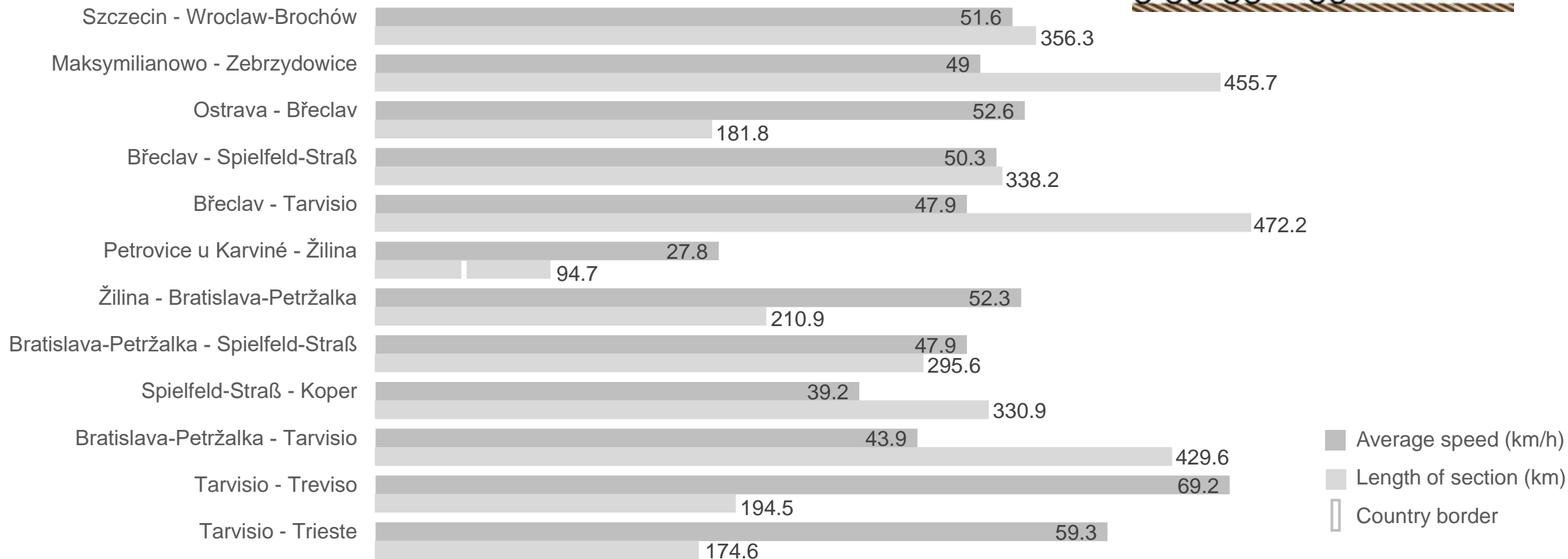


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Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

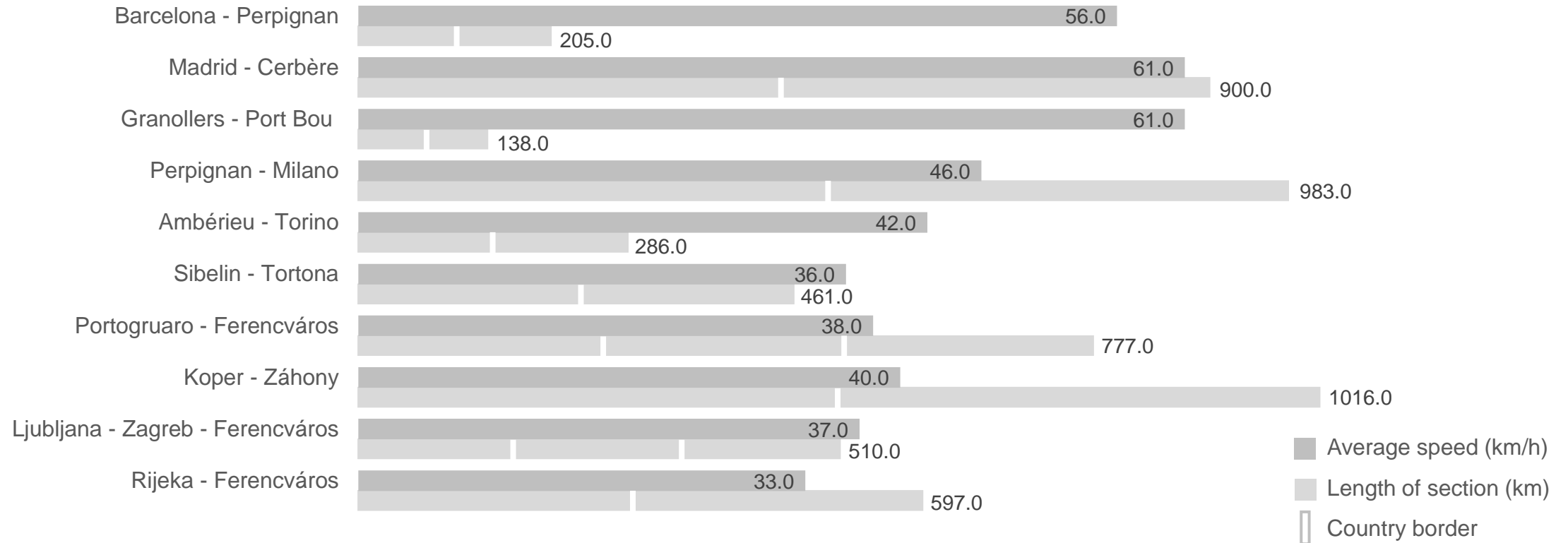


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CAPACITY MANAGEMENT

Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

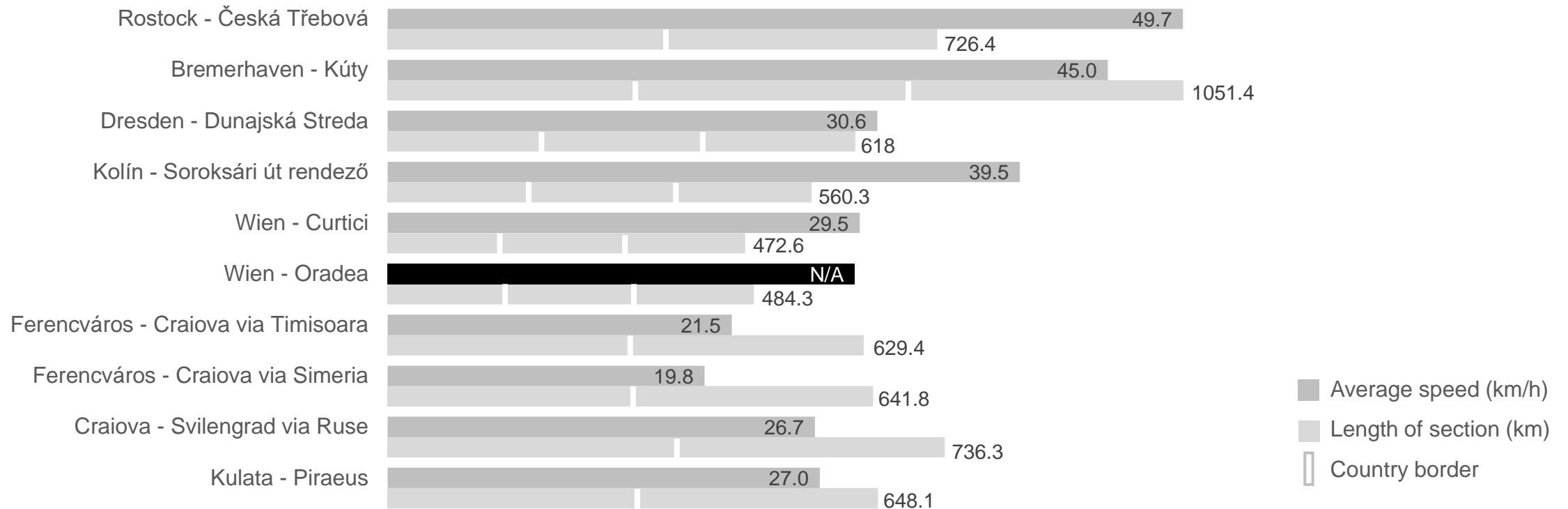
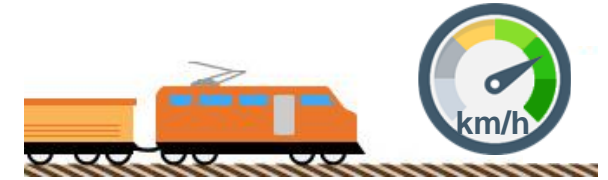


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CAPACITY MANAGEMENT

Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

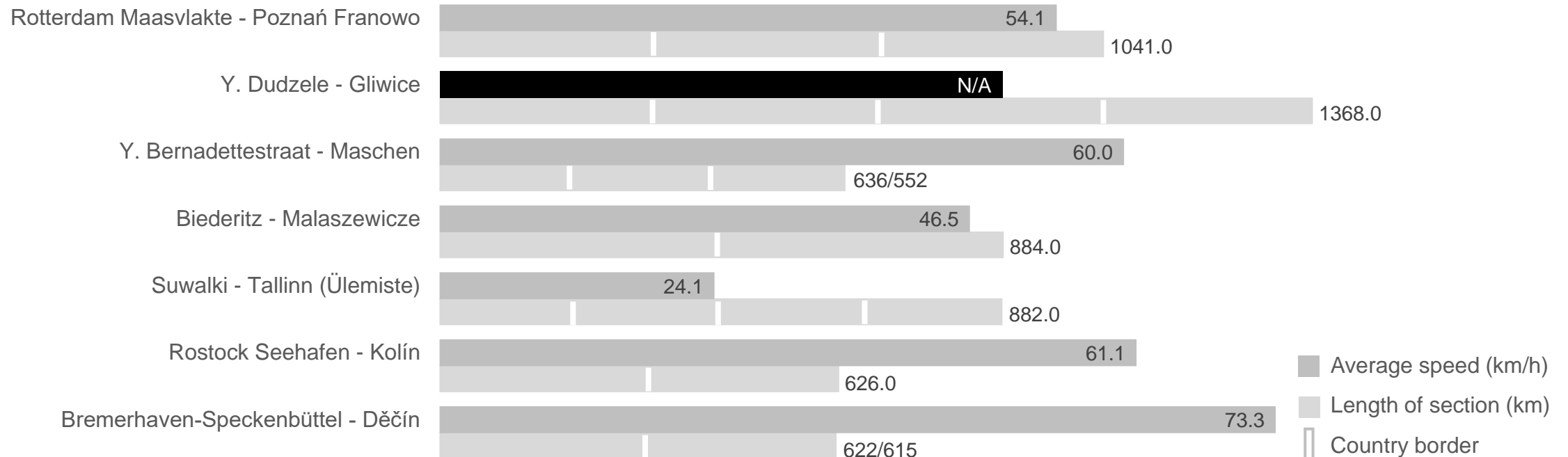
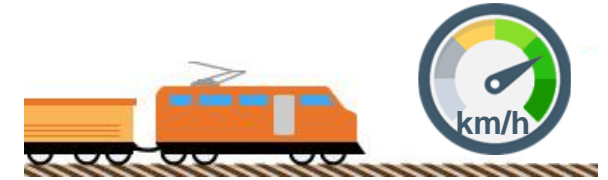


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CAPACITY MANAGEMENT

Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)



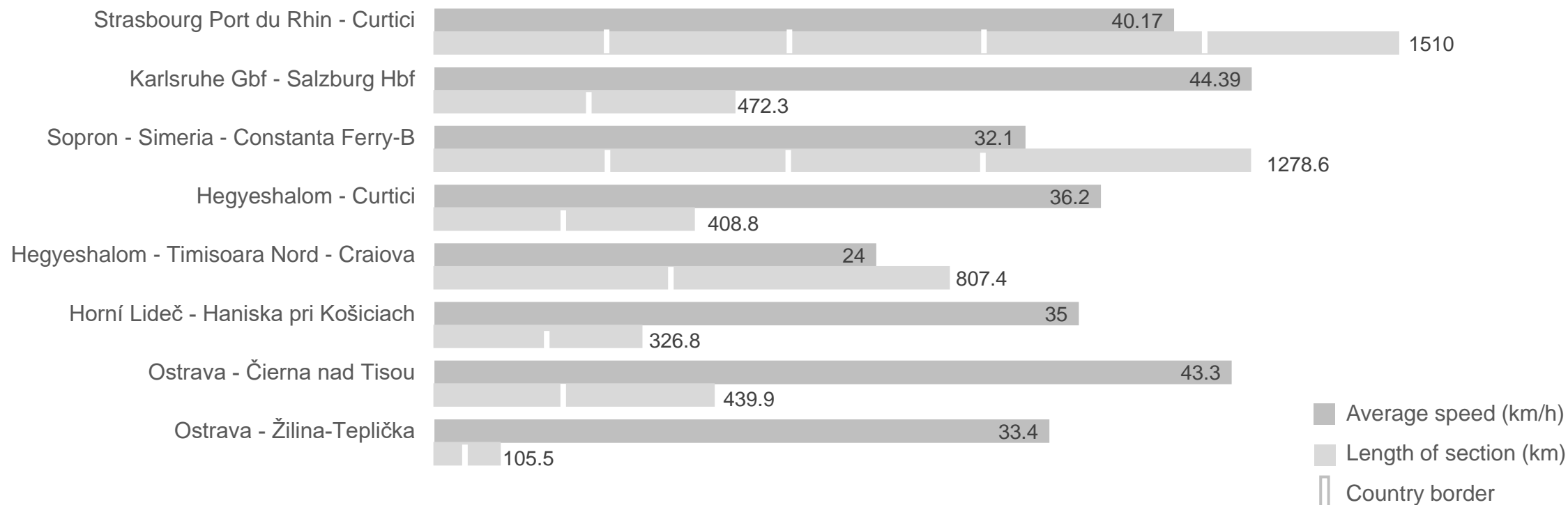
**This KPI should be perceived as qualitative as journey times might include commercial and operational stops.*

** Suwalki – Tallinn (Ülemiste) include the reloading time (~ 6 hours) in Palemonas.*

CAPACITY MANAGEMENT

Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

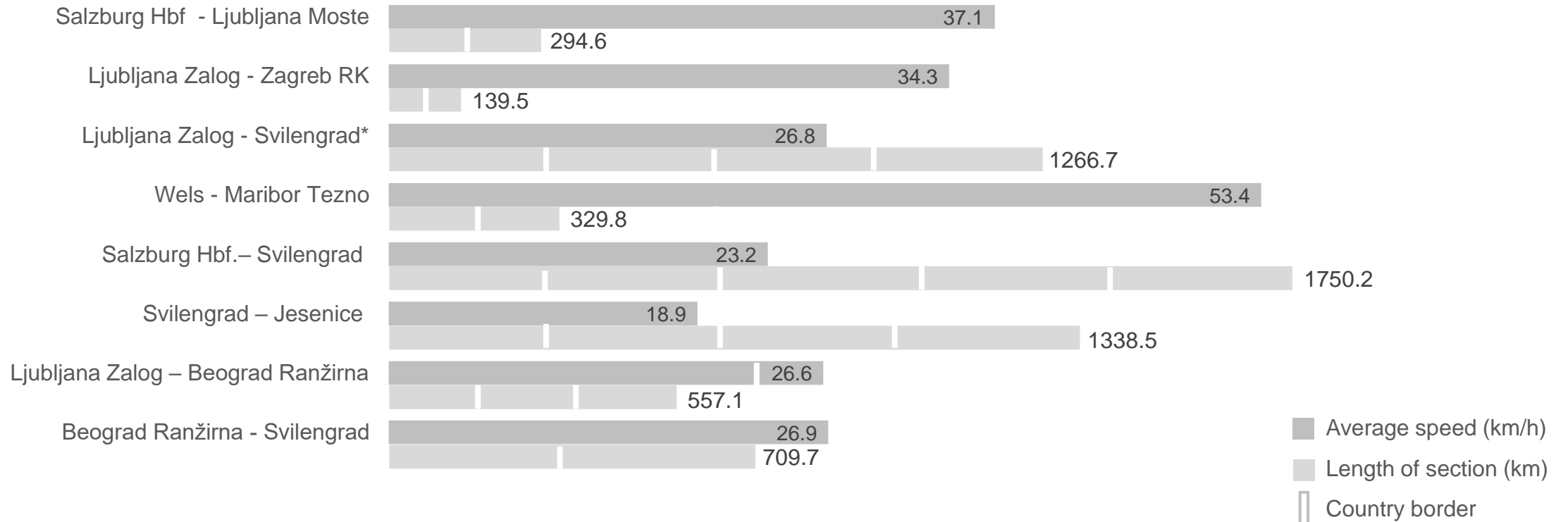
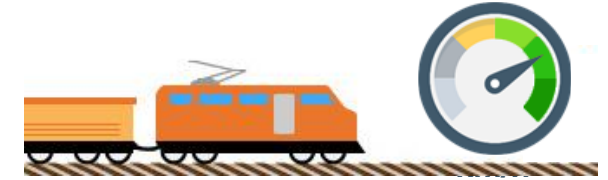


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CAPACITY MANAGEMENT

Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)



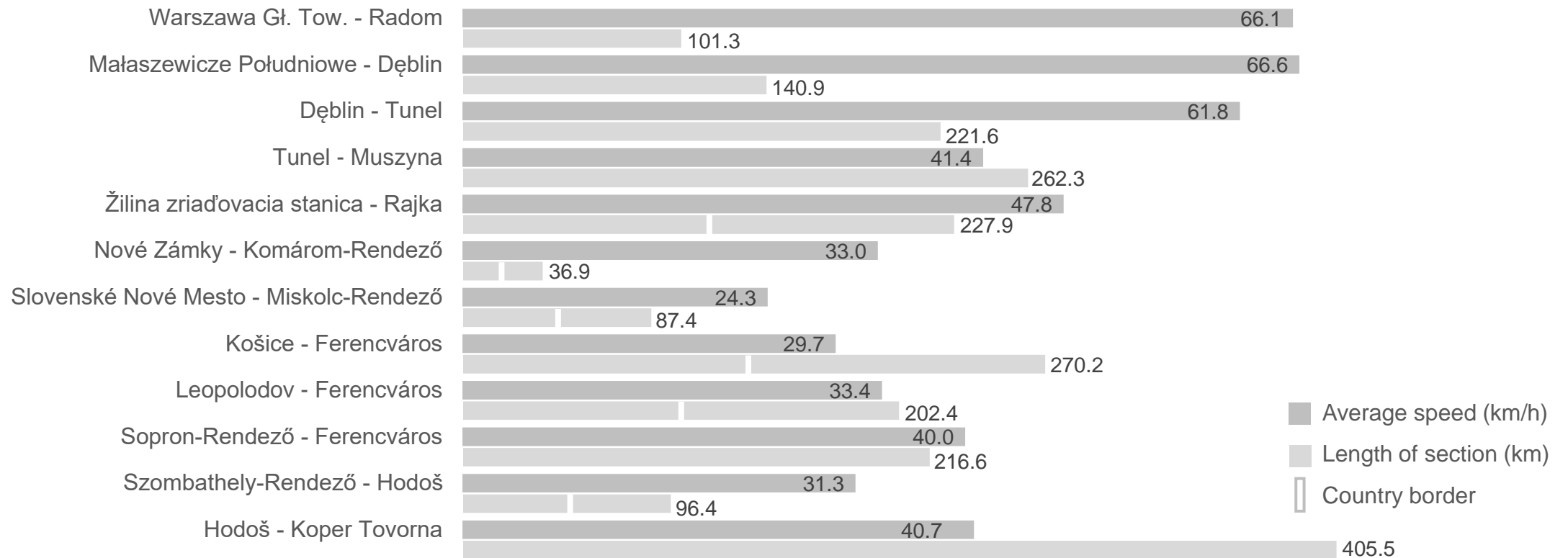
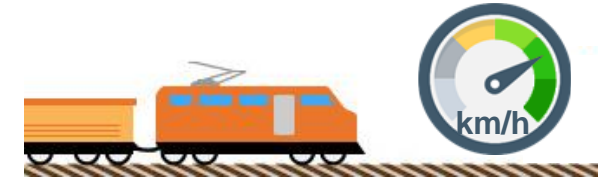
*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.

** PaP Ljubljana Zalog - Svilenograd* - does not exist as such in TT2025. It is average speed of 2 PaPs: Ljubljana Zalog - Beograd Ranžirna & Beograd Ranžirna - Svilenograd. The timetable of these PaPs is harmonized.

CAPACITY MANAGEMENT

Average planned speed of PaPs for TT 2025

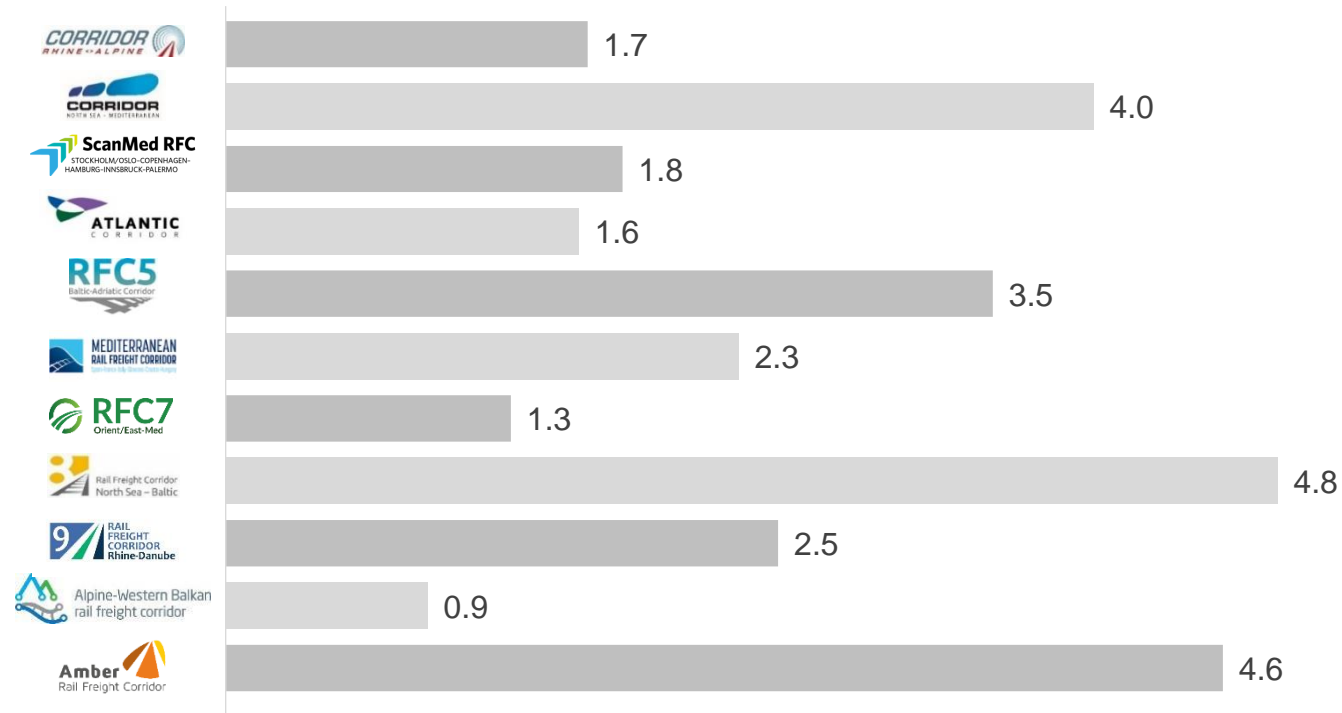
(calculation per O/D pairs)



**This KPI should be perceived as qualitative as journey times might include commercial and operational stops.*

CAPACITY MANAGEMENT

Volume of offered capacity – Reserve Capacity (at X-2) (millions of path kilometers)



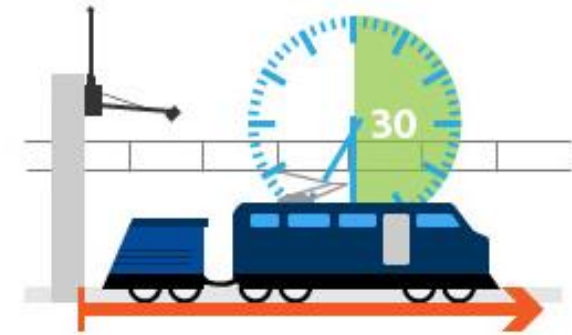
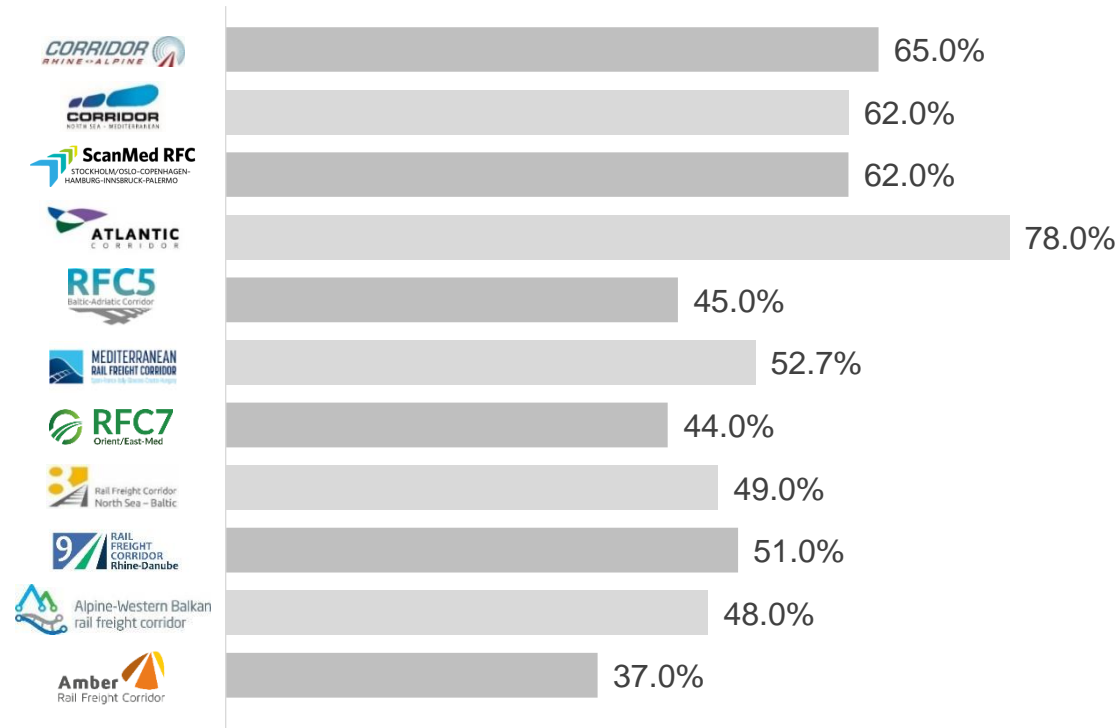
For TT 2024

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**OPERATIONS & MARKET
DEVELOPMENT**
for TT2023 (*publication year 2024*)

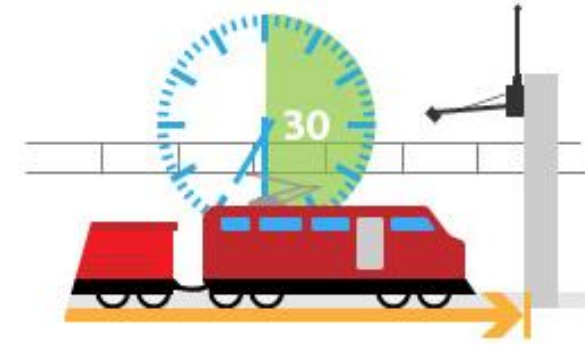
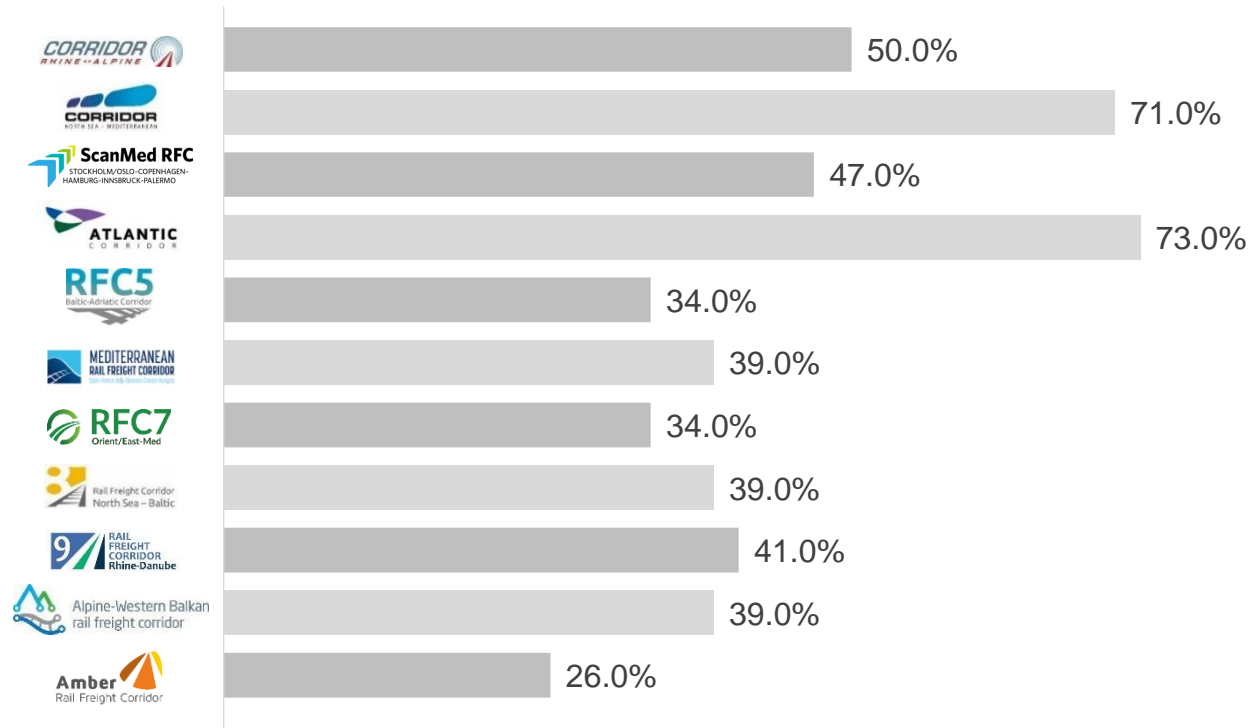
OPERATIONS

Punctuality at origin (RFC entry) (delay ≤ 30 minutes)



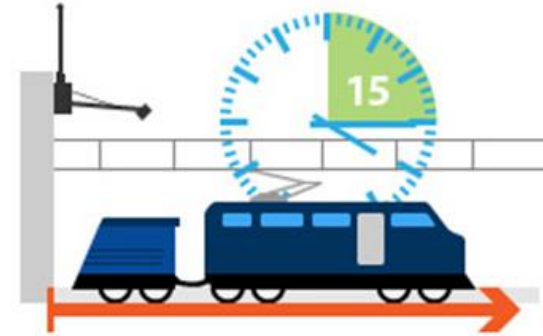
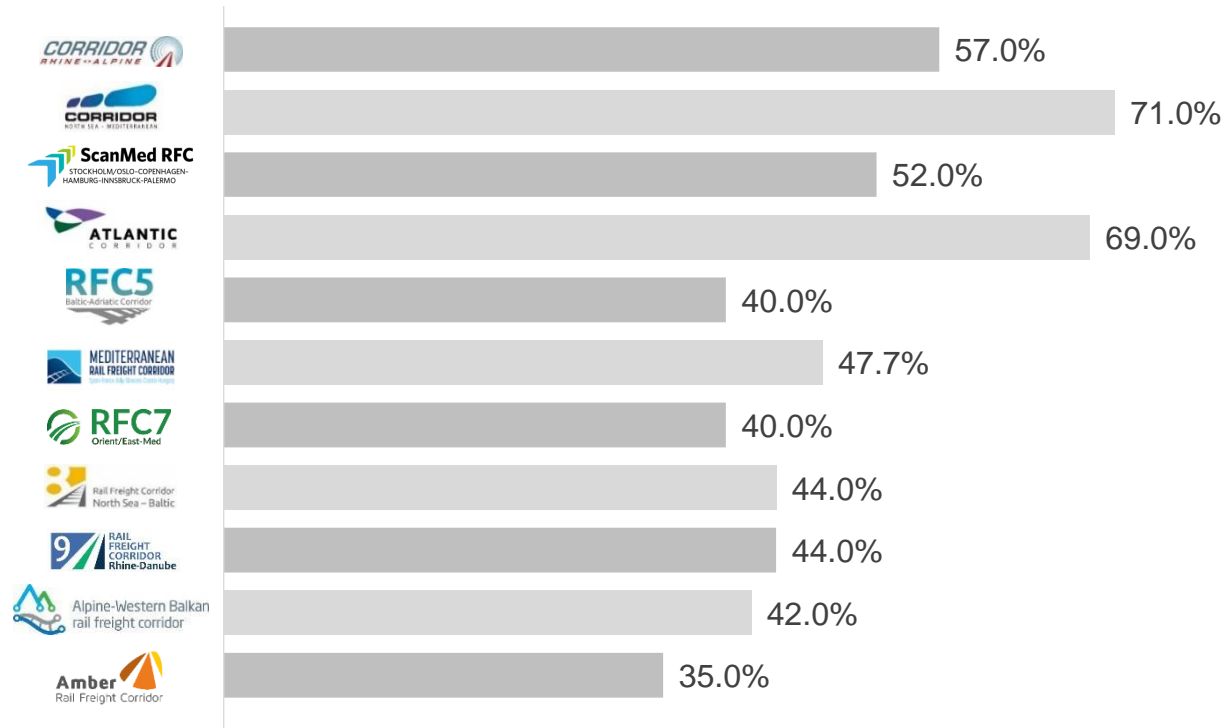
OPERATIONS

Punctuality at destination (RFC exit) (delay ≤ 30 minutes)



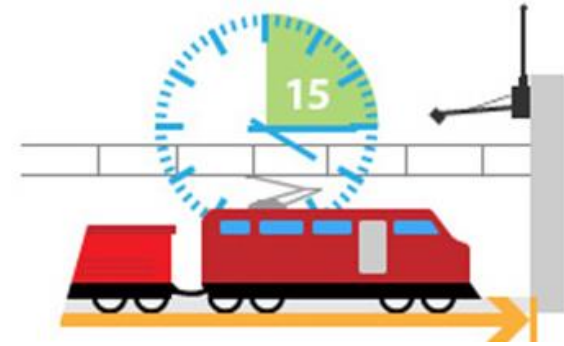
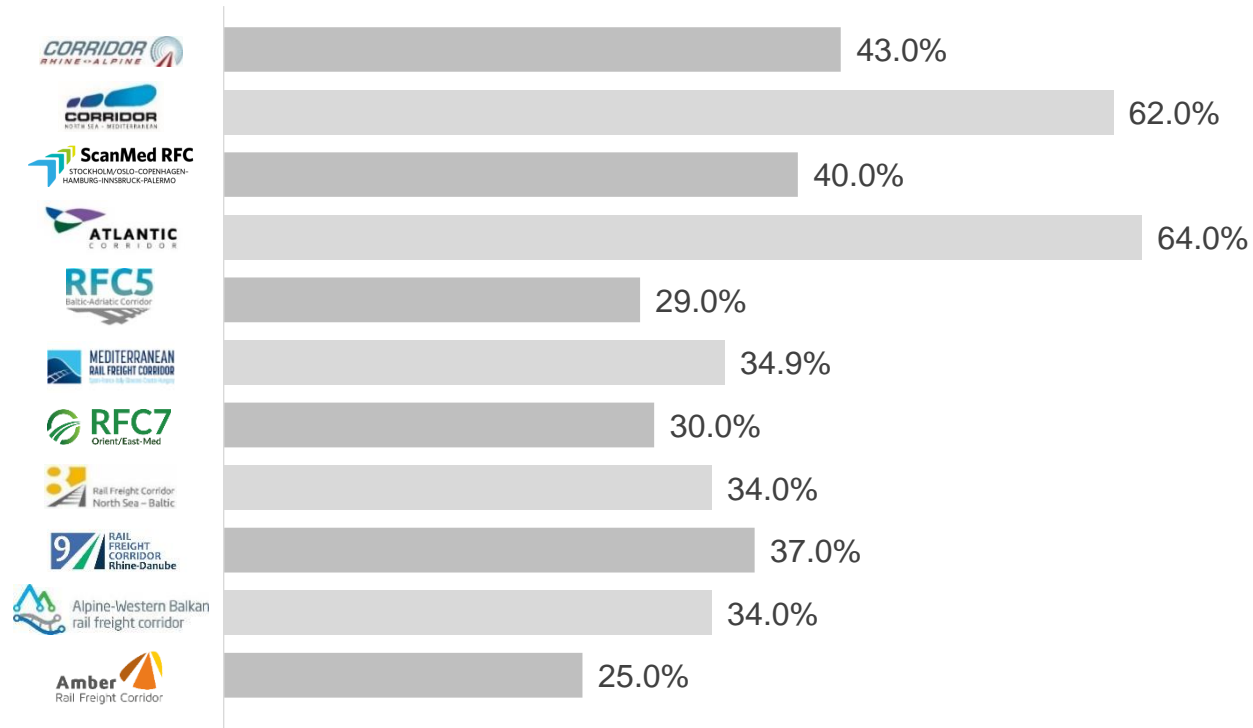
OPERATIONS

Punctuality at origin (RFC entry) (delay ≤ 15 minutes)



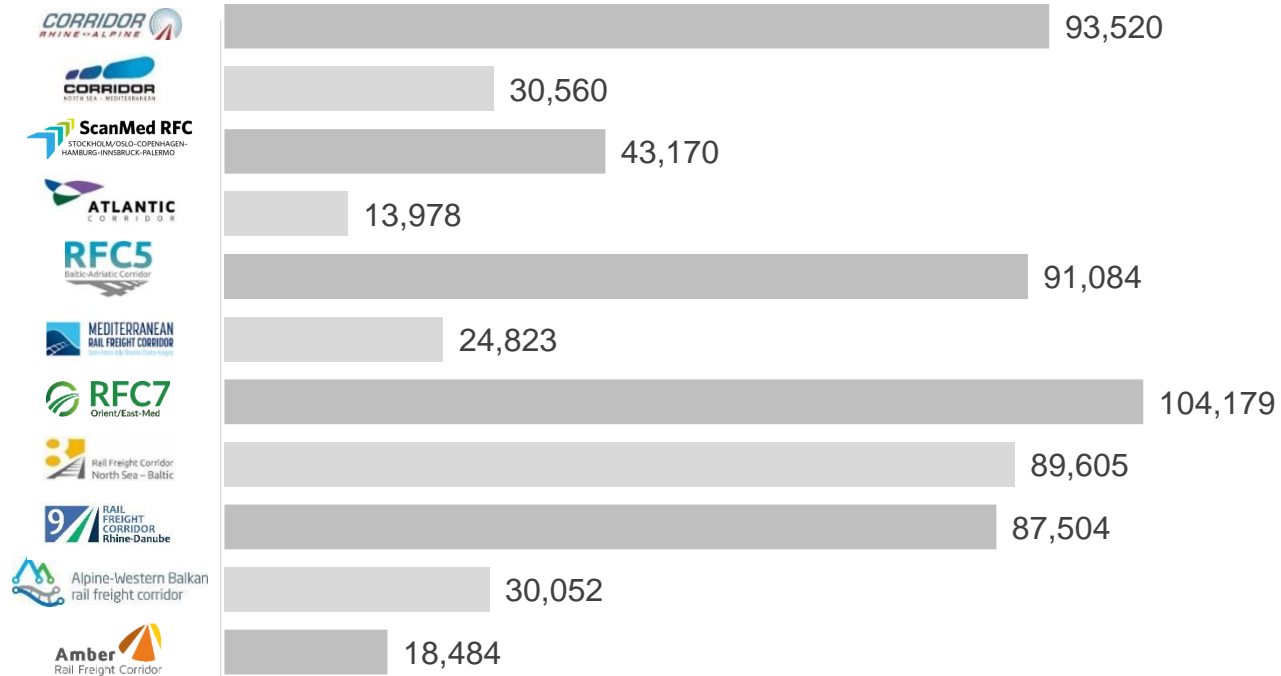
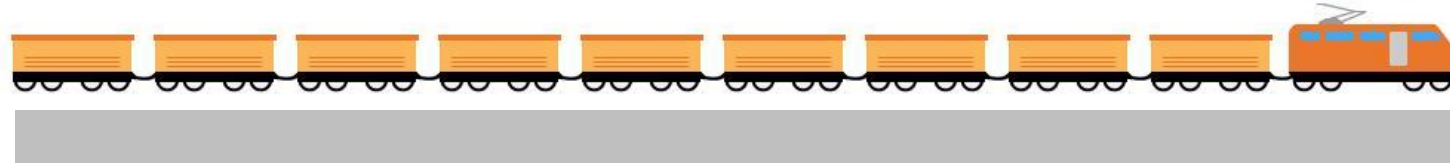
OPERATIONS

Punctuality at destination (RFC exit) (delay ≤ 15 minutes)



OPERATIONS

Number of trains crossing a border along the RFC* 2023



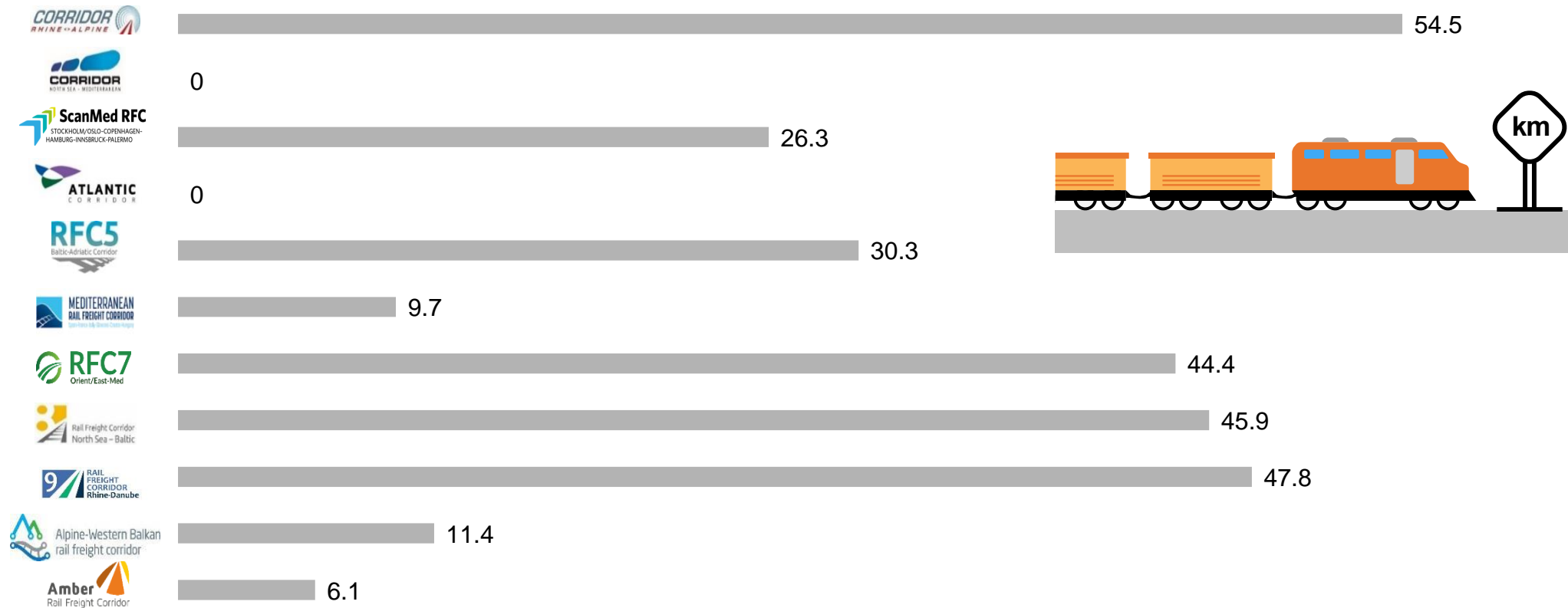
*The calculation of this KPI is based on data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation.

The figure by Alpine-Western Balkan rail freight corridor combined data from RNE's TIS and national system.

For RFC North Sea-Baltic in 2021 two different measuring methodologies were used. Total trains measured using agreed methodology from 2021 to 2023. In 2021 two different measuring methodologies were used. Total trains measured using agreed methodology from 2019 to 2021.

OPERATIONS

Train kilometers of trains crossing a border along the RFC* 2023 (millions of trains kilometers)



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OPERATIONS

Dwell times in border sections (planned and clean/real) 2023

Border		Avg. planned dwell (min.)	Avg. clean/real (min.)
Mouscron	Tourcoing	0	0
Blandain	Baisieux	4	5
Erquelinnes	Jeumont	0	0
Aubange	Longwy	0	1
Roosendaal	Essen	12	11
Autelbas	Kleinbettingen	3	2

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OPERATIONS

Dwell times in border sections (planned and clean/real) 2023

Border		Avg. planned dwell (min.)	Avg. clean/real (min.)
Aubange	Pétange	5	1
Athus	Pétange	5	1
Pétange	Mont-St-Martin	N/A	N/A
Bettembourg	Thionville	33	28
Pougny-Chancy	La Plaine	4	3
Saint-Louis	Basel St. Johann	59	59

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OPERATIONS

Dwell times in border sections (planned and clean/real) 2023

Border		Avg. planned dwell (min.)	Avg. clean/real (min.)
Kiefersfelden	Kufstein	31	30
Padborg	Flensburg Friedensweg	-	-
Steinach in Tirol	Brennero	51	64
Peberholm	Lernacken	0	0
Kornsjø	Mon	1	0

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OPERATIONS

Dwell times in border sections (planned and actual)

2023

Border		Avg. planned dwell (min.)	Avg. clean/real (min.)
Břeclav	Bernhardsthal	131 min	160 min
Międzylesie	Lichkov	64 min	9 min
Chałupki	Bohumín	92 min	65 min
Zebrzydowice	Petrovice u Karviné	140 min	213 min
Mosty u Jablunkova	Čadca	61 min	57 min
Kittsee	Bratislava-Petržalka	74 min	86 min
Marchegg	Devínska Nová Ves	20 min	83 min
Spielfeld-Straß	Šentilj	26 min	36 min
Thörl-Maglern	Tarvisio Boscoverde	49 min	73 min
Villa Opicina	Sežana	77 min	127 min
Zwardoń	Skalité	N/A	N/A

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OPERATIONS

Dwell times in border sections (planned and clean/real) 2023

Border		Avg. planned dwell (min.)	Avg. clean/real (min.)
Cerbère	PortBou	0	0
Perpignan	Figueres Vilafant	23	17
Modane	Bardonecchia	1	1
Villa Opicina	Sežana	77	127
Hodoš	Őriszentpéter	82	151
Botovo	Gyékényes	196	345
Dobova	Savski Marof	121	255

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OPERATIONS

Dwell times in border sections (planned and actual)

2023

Border	Avg. planned dwell (min.)	Avg. real dwell (min.)
Bad Schandau - Děčín	87	91
Bernhardsthal - Břeclav os.n.	131	160
Curtici - Lökösháza	45	55
Episcopia Bihor - Biharkeresztes	44	67
Giurgiu Nord - Ruse	24	35
GoleŃi - Vidin	8	8
Kittsee - Bratislava-Petržalka	75	86
Komárno - Komárom	87	60
Lanžhot - Kúty	67	35
Loipersbach-Schattendorf - Sopron	5	5
Marchegg - Devínska Nová Ves	24	67
Nickelsdorf - Hegyeshalom	82	92
Rusovce - Rajka	100	98
Štúrovo - Szob	77	90

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OPERATIONS

Dwell times in border sections (planned and clean/real) 2023

Border		Avg. planned dwell (min.)	Avg. clean/real (min.)
Bad Bentheim	Oldenzaal	12	19
Emmerich	Zevenaar Oost	9	10
Aachen West	Montzen	70	91
Děčín	Bad Schandau	87	91
Essen	Roosendaal	12	11
Zelzate	Sas van Gent	2	In progress**

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**Measured for this KPI as North Sea-Baltic trains can be re-routed using this border-pair

OPERATIONS

Dwell times in border sections (clean/real) 2023

Border	Avg. clean/real (min.)
Schirnding – Cheb	115.6
Mosty u Jablunkova – Čadca	60.5
Strasbourg – Kehl	N/A
Furth im Wald – Česká Kubice	N/A
Horní Lideč – Lúky pod Makytou	32.5
Passau – Schärding	N/A
Freilassing – Salzburg	N/A
Nickelsdorf – Hegyeshalom	82.5
Kittsee - Bratislava-Petržalka	75
Baumgarten – Sopron	N/A**

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**Data Quality investigation is in progress.

OPERATIONS

Dwell times in border sections (clean/real) 2023

Border	Avg. clean/real (min.)
Rusovce – Rajka	98.5
Lőkösháza - Curtici	528
Biharkeresztes – Episcopia Bihor	108

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OPERATIONS

Dwell times in border sections (planned and actual)

2023

Border	Avg. planned dwell (min.)	Avg. real dwell (min.)
Dobova - Savski Marof	121	255
Kalotina Zapad - Dimitrovgrad	305	706
Rosenbach - Jesenice	95	164
Spielfeld-Straß - Šentilj	26	36
Tovarnik - Šid	227	410

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OPERATIONS

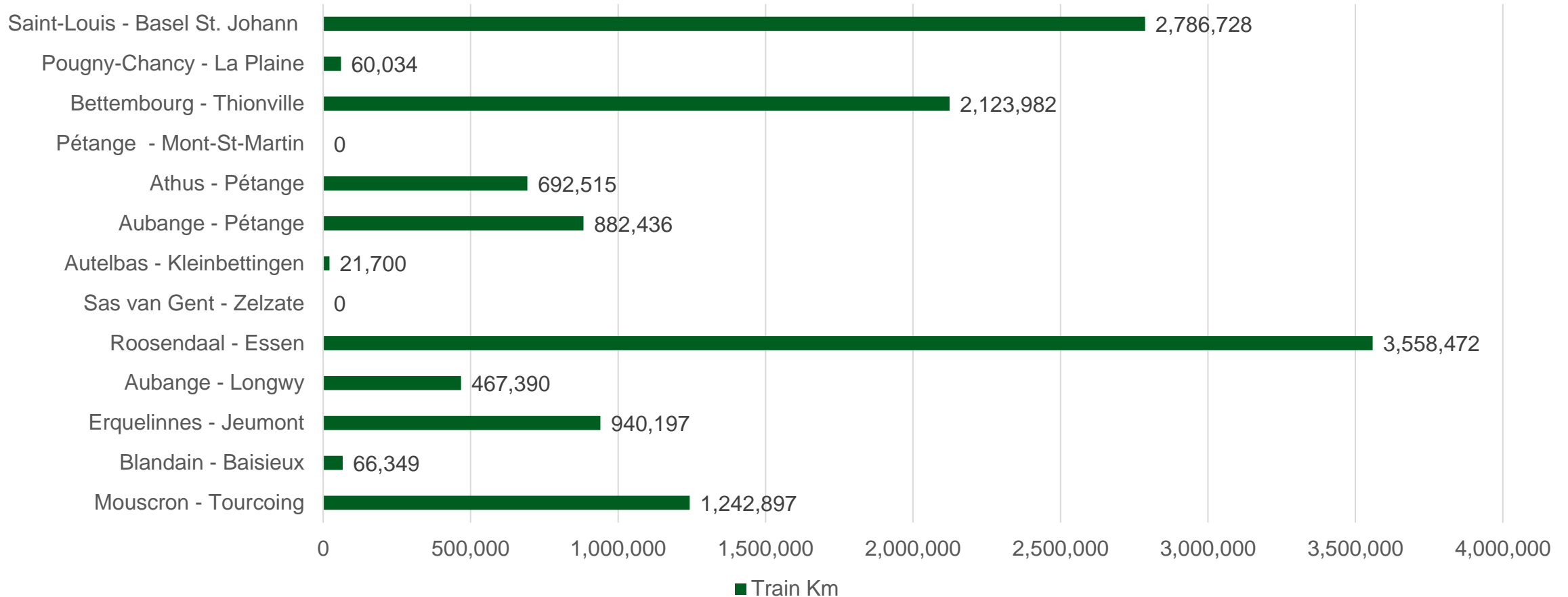
Dwell times in border sections (planned and clean/real) 2023

Border	Avg. planned dwell (min.)	Avg. real dwell (min.)
Hodoš - Óriszentpéter	82	151
Komárno - Komárom	87	60
Muszyna - Plaveč	46	24
Rusovce - Rajka	100	98
Slovenské Nové Mesto - Sátoraljaújhely	248	324
Čaňa - Hidasnémeti	224	438
Štúrovo - Szob	77	90

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MARKET DEVELOPMENT

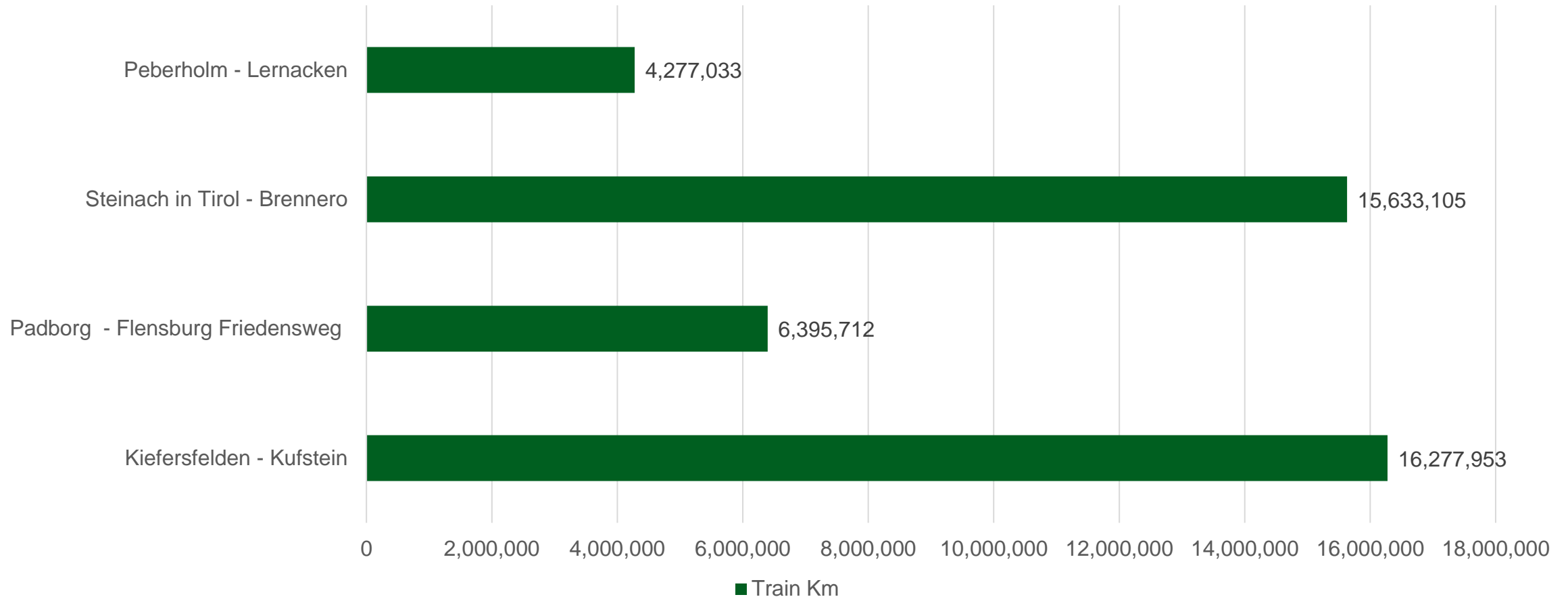
Train kilometers of trains per border 2023



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MARKET DEVELOPMENT

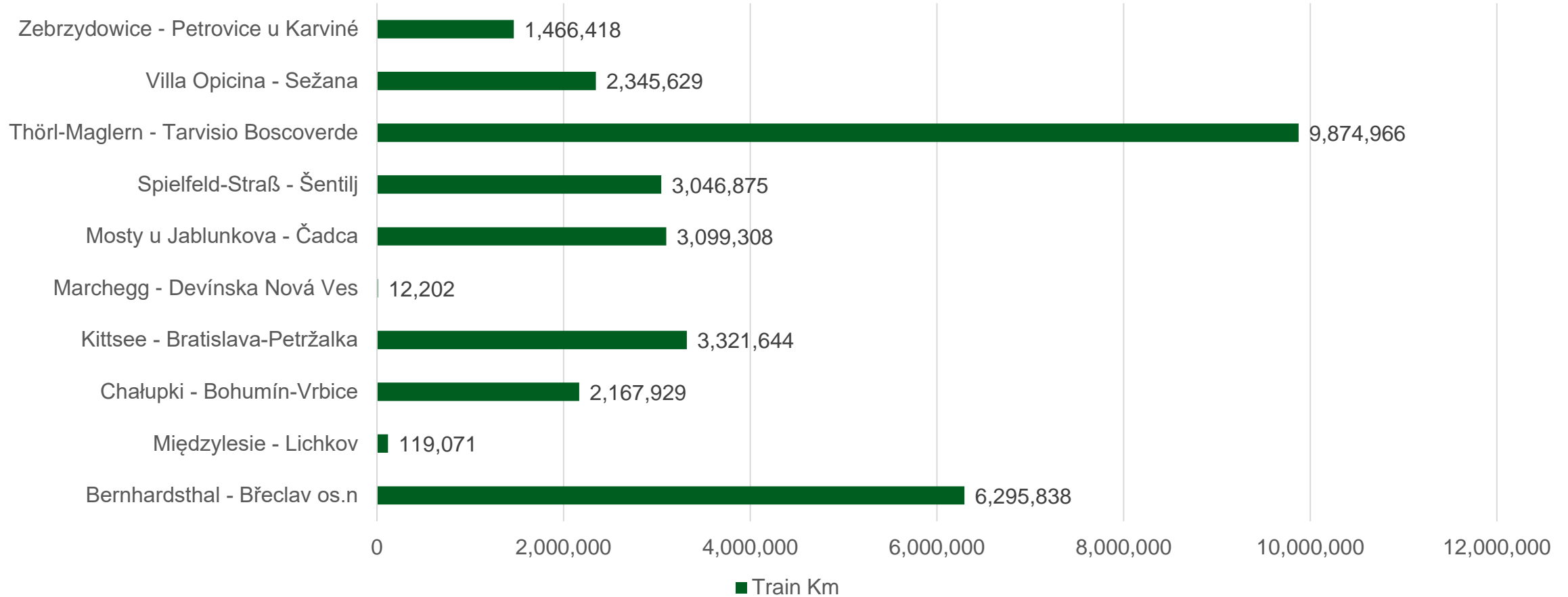
Train kilometers of trains per border 2023



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MARKET DEVELOPMENT

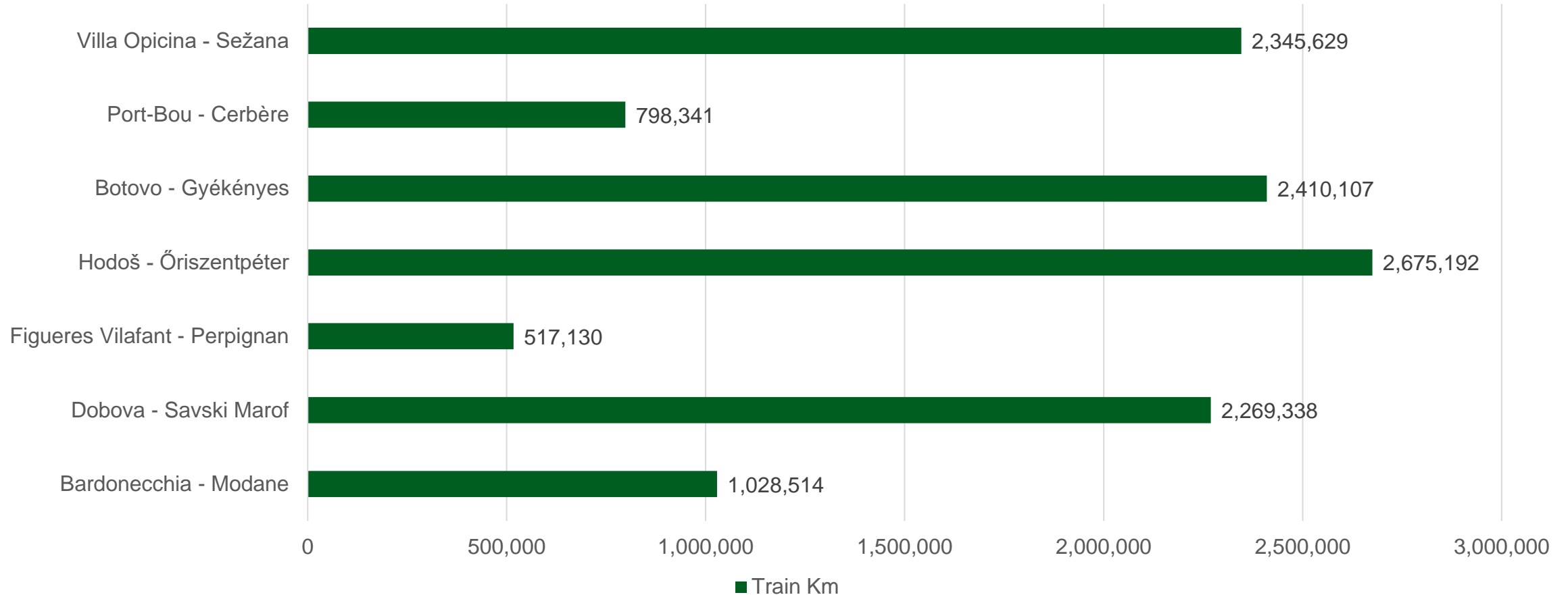
Train kilometers of trains per border 2023



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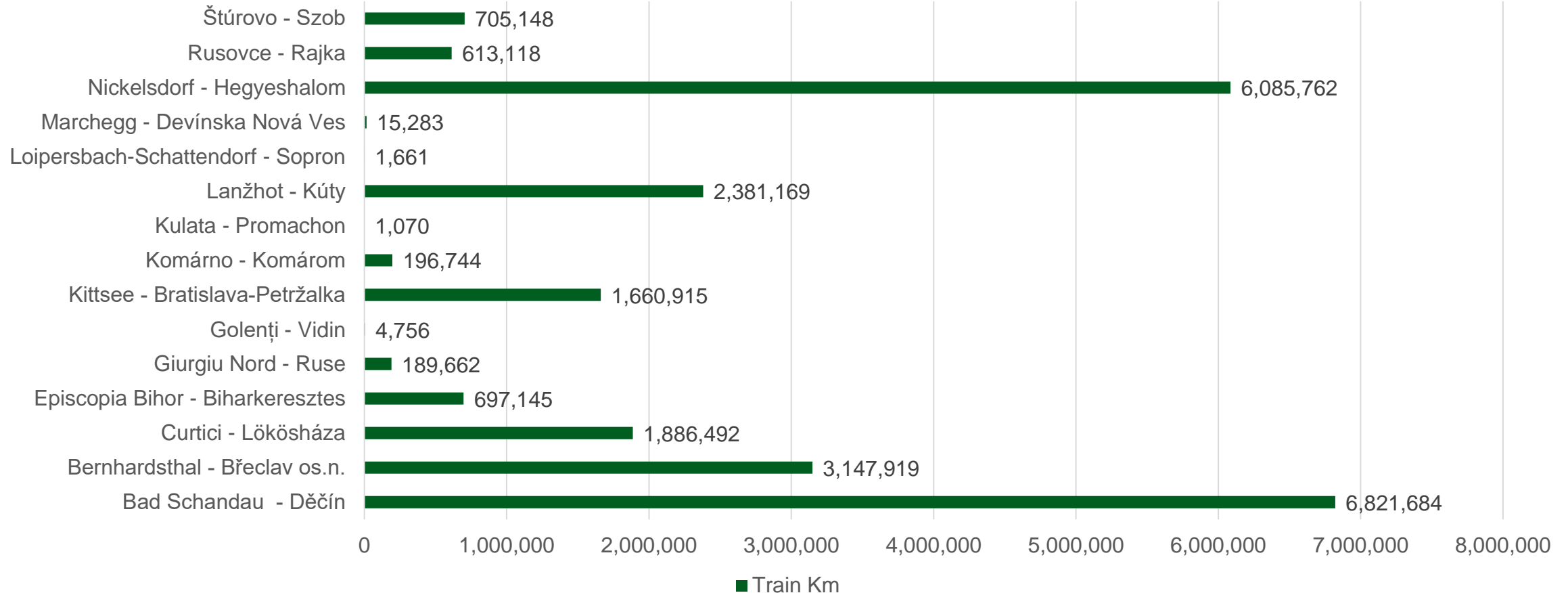
Train kilometers of trains per border 2023



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MARKET DEVELOPMENT

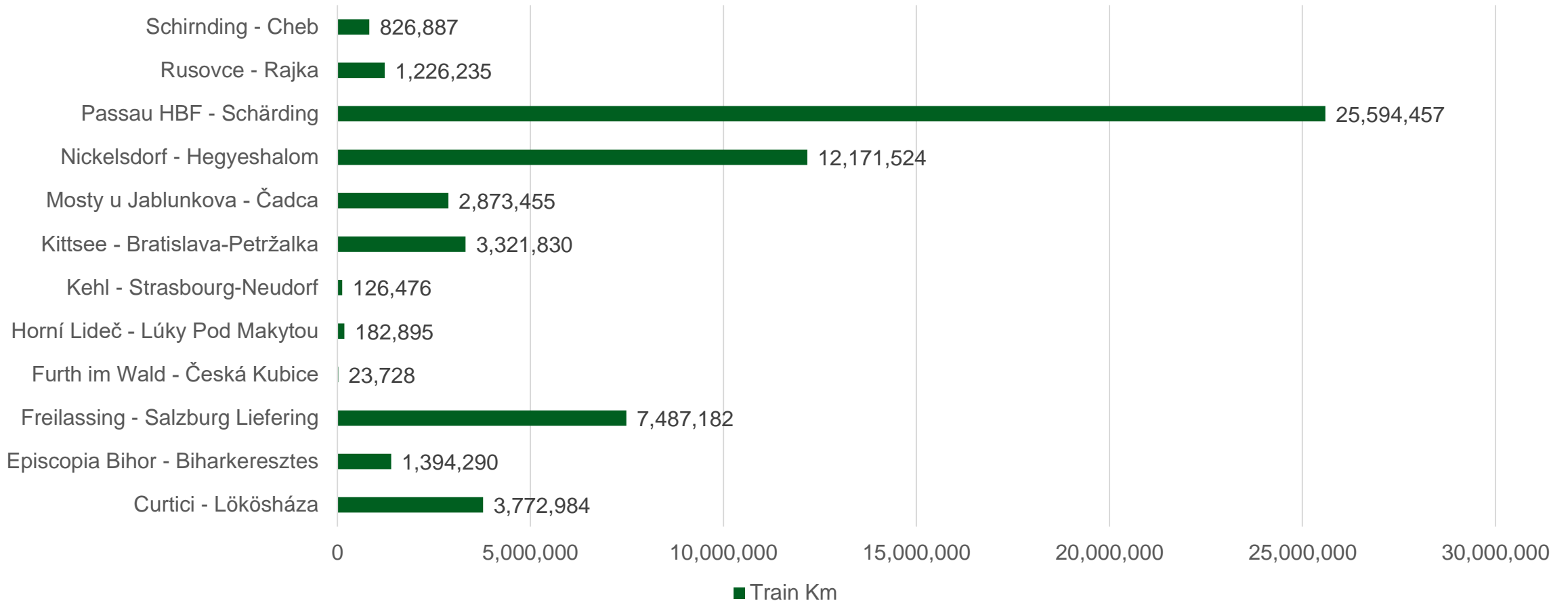
Train kilometers of trains per border 2023



*The calculation of this KPI is based on the data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation. The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs.

MARKET DEVELOPMENT

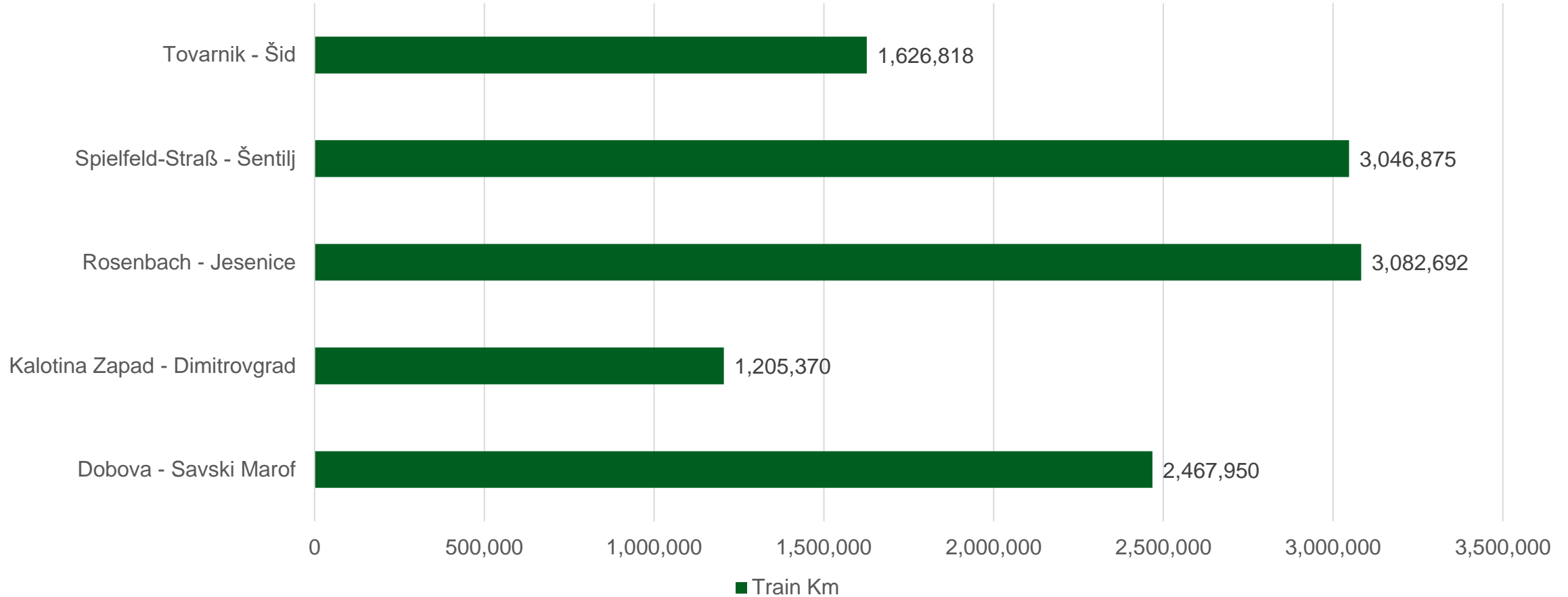
Train kilometers of trains per border 2023



*The calculation of this KPI is based on the data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation. The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs.

MARKET DEVELOPMENT

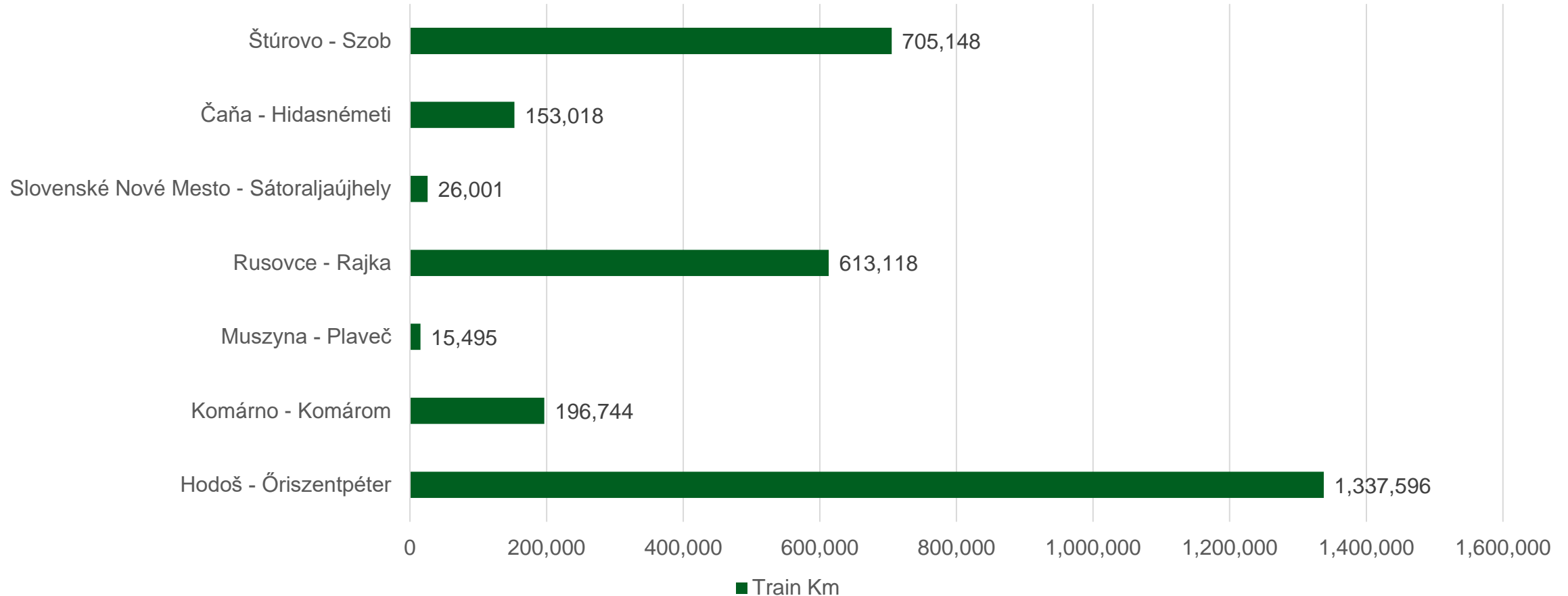
Train kilometers of trains per border 2023



*The calculation of this KPI is based on the data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation. The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs. Data for Border crossings Dobova - Savski Marof, Tovarnik - Šid and Kalotina Zapad - Dimitrovgrad are obtained from national IT systems.

MARKET DEVELOPMENT

Train kilometers of trains per border 2023

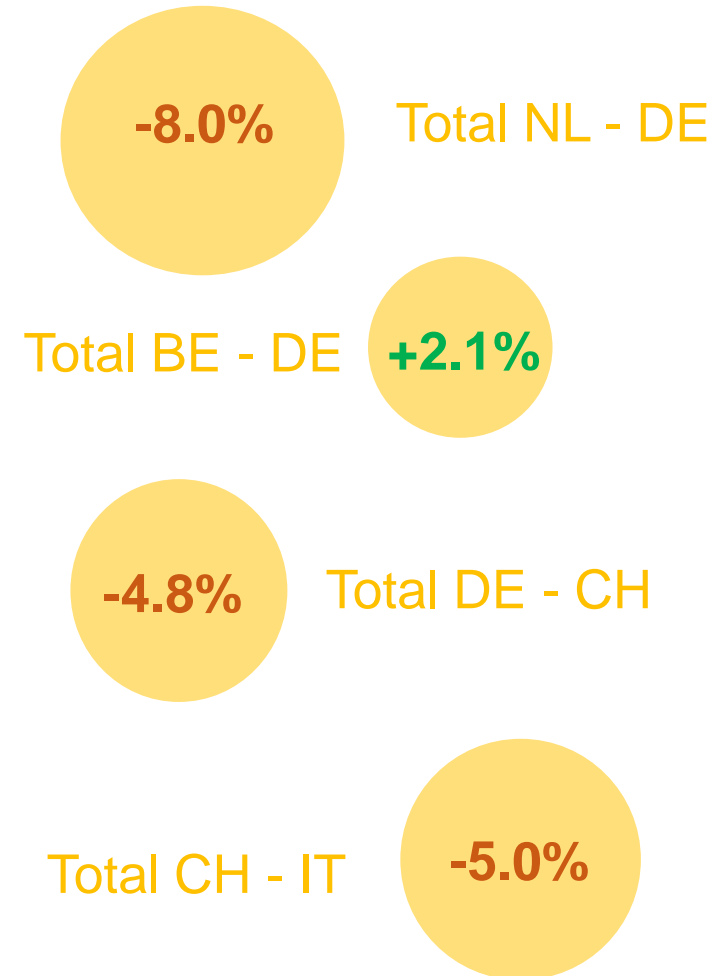


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MARKET DEVELOPMENT

Number of trains per border*

	2021	2022	2023
Total NL - DE:	46,175	49,572	45,559
Total BE - DE:	23,446	21,777	22,232
Total DE - CH:	50,005	49,842	47,450
Total CH - IT:	45,782	45,960	43,644



*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

MARKET DEVELOPMENT

Number of trains per border - Part 1*

	2021	2022	2023
Total NL - BE:	8,518	8,465	8,230
Total BE - LU:	2,229	2,063	2,190
Total LU - FR:	5,966	5,842	5,394
Total BE - FR:	13,816	11,634	10,586

-3.1%

Total NL - BE

+6.2%

Total BE - LU

-7.7%

Total LU - FR

-9.0%

Total BE - FR

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MARKET DEVELOPMENT

Number of trains per border - Part 2*

	2021	2022	2023	
Total GB - FR:	1,902	1,071	1,136	-6.1% Total GB - FR
Total FR - CH:	5,105	5,642	5,322	Total FR - CH -5.7%

*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

MARKET DEVELOPMENT

Number of trains per border*

	2021	2022	2023
Kornsjø:	1,229	1,401	1,438
Lernacken:	6,965	7,457	6,528
Padborg/Flensburg:	9,116	9,209	9,054
Kufstein:	25,960	24,768	22,261
Brenner/Brennero:	19,866	20,458	18,551

+2.64%

Kornsjø

Lernacken

-12.45%

-1.68%

Padborg/Flensburg

Kufstein

-10.12%

-9.32%

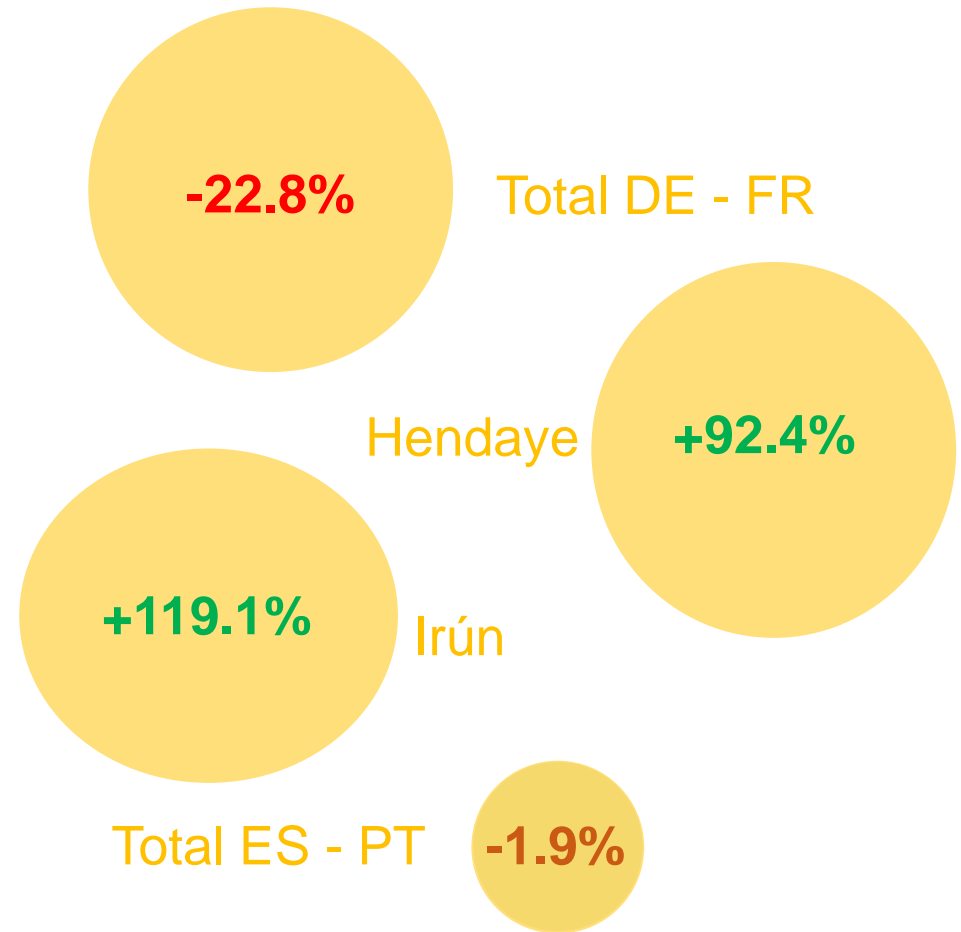
Brenner/Brennero

*The calculation of this KPI is based mainly on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

MARKET DEVELOPMENT

Number of trains per border*

	2021	2022	2023
Total DE - FR:	9,759	10,919	8,432
Hendaye:	1,812	1,187	2,284
Irún:	2,465	1,135	2,487
Total ES - PT:	2,468	2,393	2,347

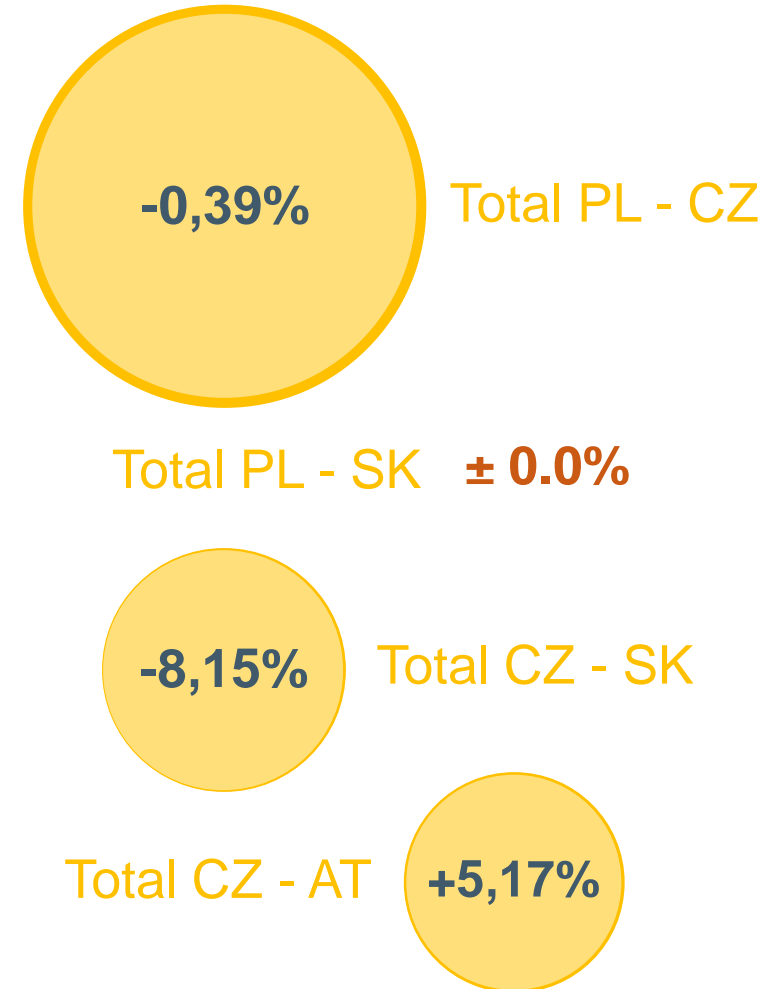


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MARKET DEVELOPMENT

Number of trains per border - Part 1*

	2021	2022	2023
Total PL - CZ:	24,985	26,557	26,454
Total PL - SK:	0	0	0
Total CZ - SK:	13,418	13,520	12,418
Total CZ - AT:	11,816	12,027	12,694

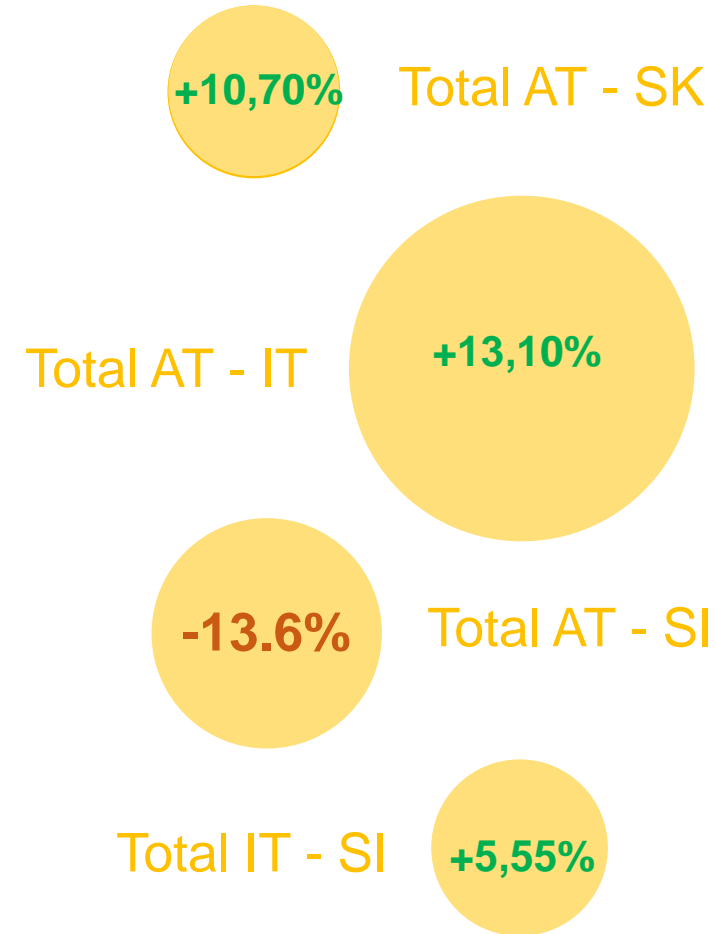


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MARKET DEVELOPMENT

Number of trains per border - Part 2*

	2021	2022	2023
Total AT - SK:	8,714	8,749	9,685
Total AT - IT:	20,084	16,926	19,147
Total AT - SI:	11,429	9,154	7,910
Total IT - SI:	8,973	7,522	7,940

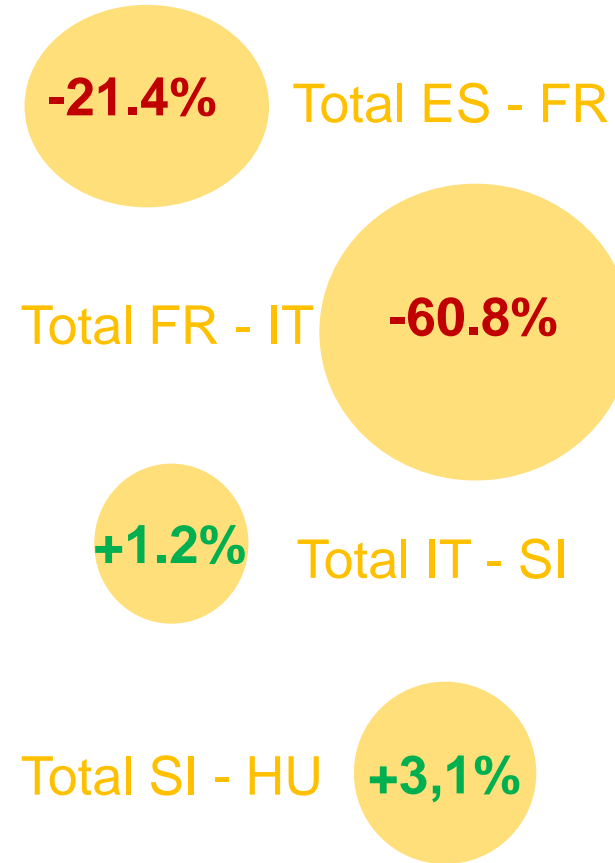


*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

MARKET DEVELOPMENT

Number of trains per border - Part 1*

	2021	2022	2023
Total ES - FR:	4,562	4,682	3,678
Total FR - IT:	8,271	8,546	3,352
Total IT - SI:	8,973	7,522	7,612
Total SI - HU:	6,755	6,297	6,492



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MARKET DEVELOPMENT

Number of trains per border - Part 2*

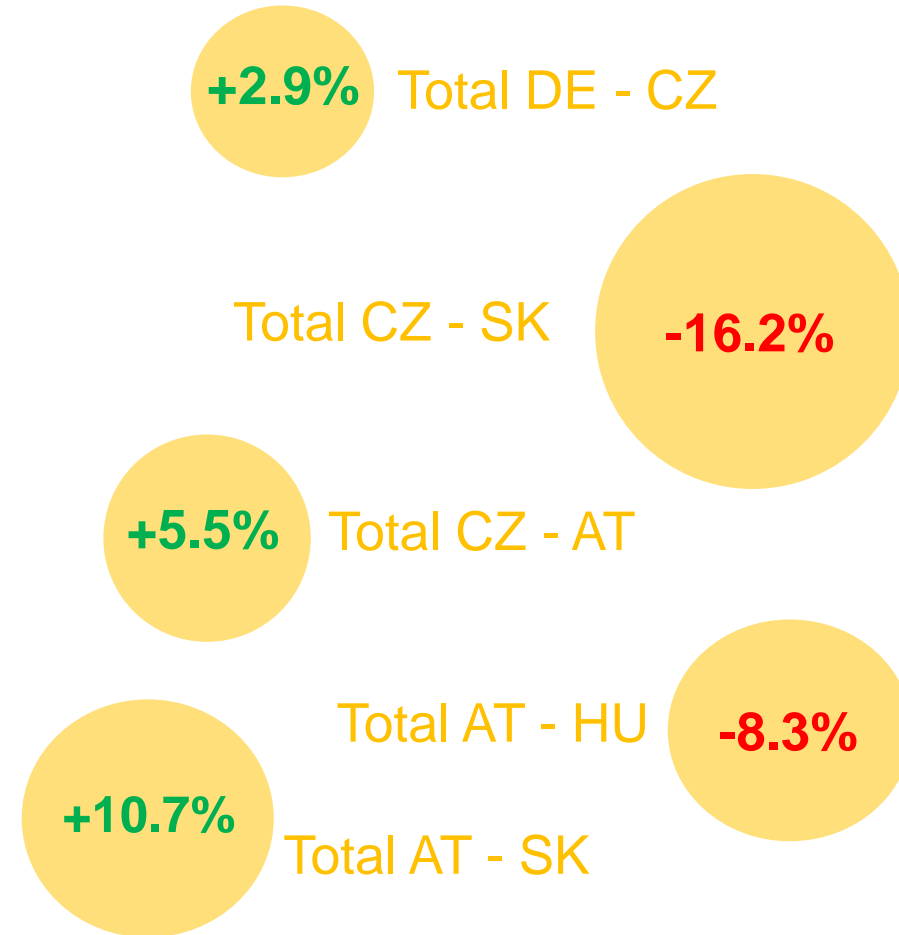
	2021	2022	2023	
Total SI - HR:	7,161	7,058	8,009	+13.5% Total SI - HR
Total HR - HU:	7,091	6,008	6,741	Total HR - HU +12.2%

*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

MARKET DEVELOPMENT

Number of trains per border - Part 1*

	2021	2022	2023
Total DE - CZ:	28,737	26,675	27,447
Total CZ - SK:	18,880	16,688	13,992
Total CZ - AT:	11,816	12,027	12,692
Total AT - HU:	20,289	20,634	18,917
Total AT - SK:	8,714	8,749	9,685

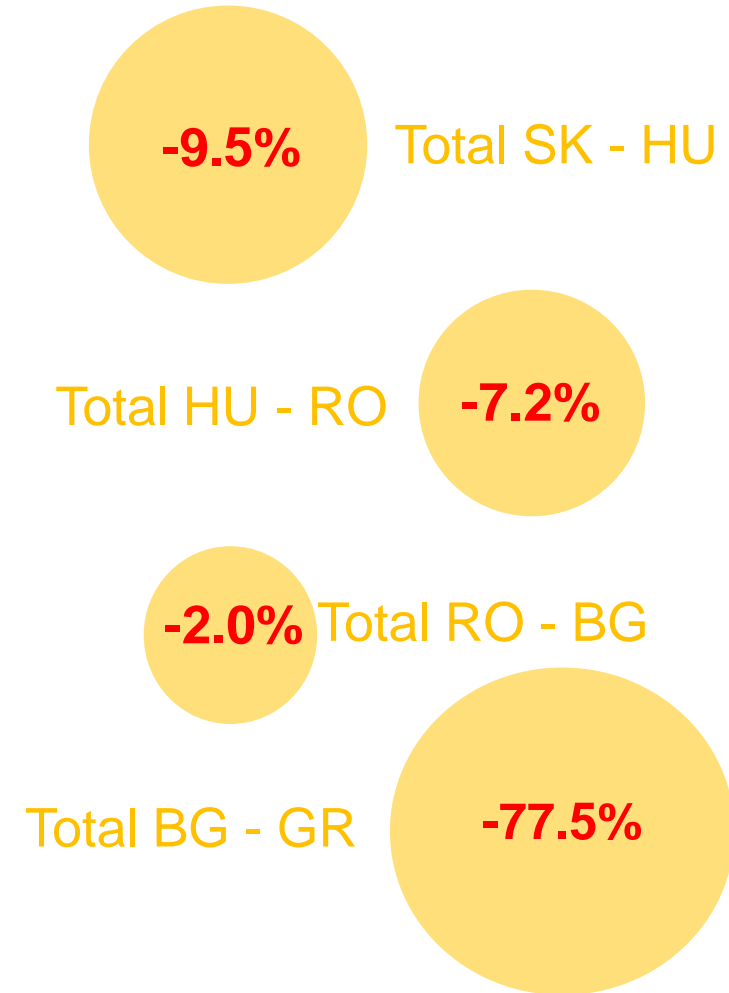


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MARKET DEVELOPMENT

Number of trains per border - Part 2*

	2021	2022	2023
Total SK - HU:	18,203	16,759	15,160
Total HU - RO:	11,893	10,904	10,116
Total RO - BG:	3,750	4,269	4,183
Total BG - GR:	396	454	102

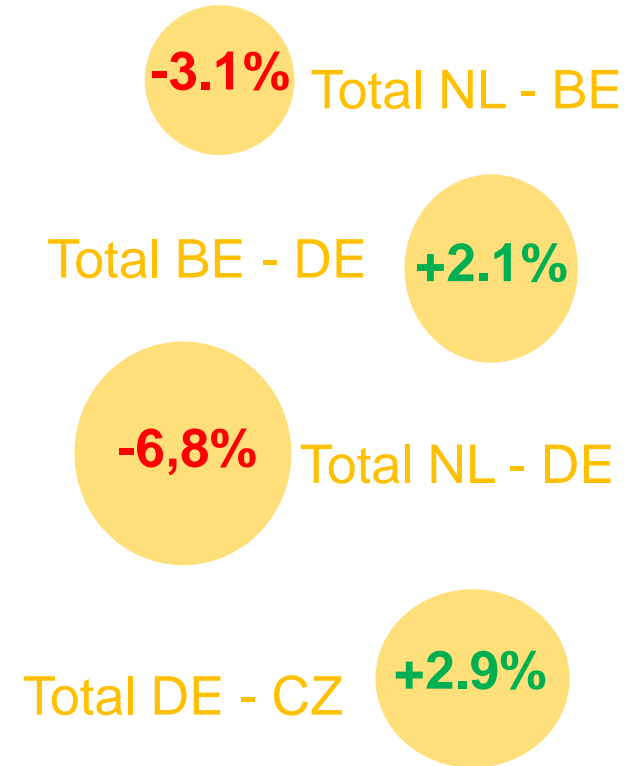


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MARKET DEVELOPMENT

Number of trains per border - Part 1*

	2021	2022	2023
Total NL - BE:	8,523	8,465	8,230
Total BE - DE:	23,446	21,777	22,232
Total NL - DE:	46,175	49,572	46,187
Total DE - CZ:	28,737	26,675	27,447

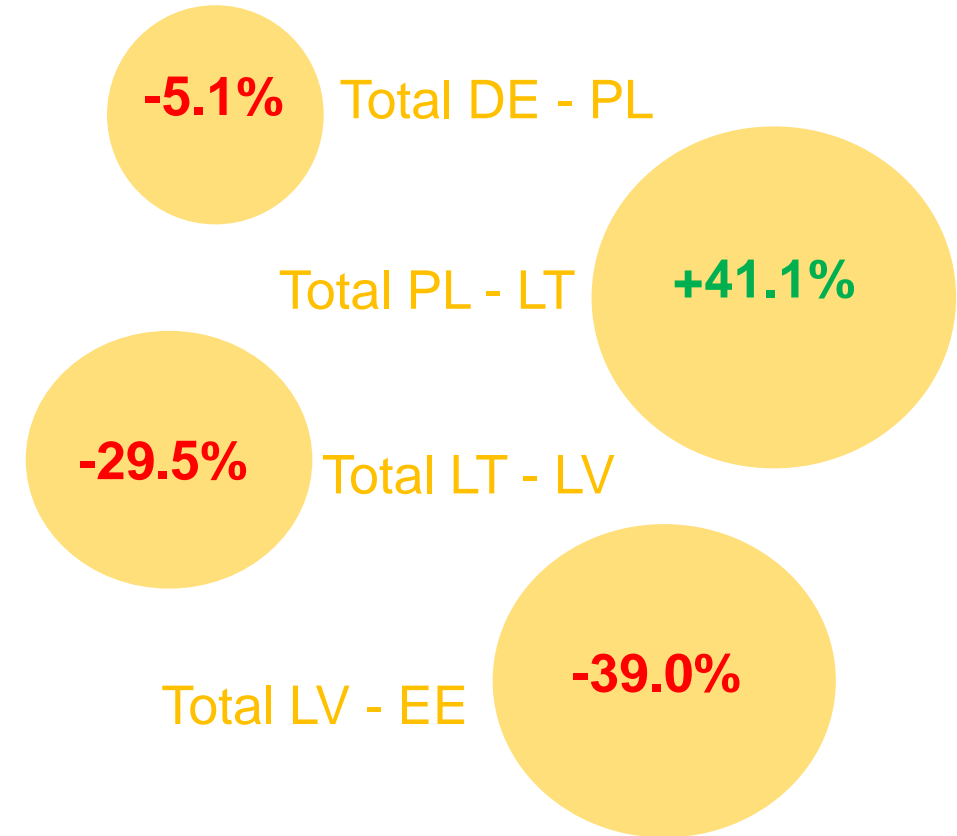


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MARKET DEVELOPMENT

Number of trains per border - Part 2*

	2021	2022	2023
Total DE - PL:	27,355	27,528	26,129
Total PL - LT:	1,239	1,666	2,350
Total LT - LV:	1,035	891	628
Total LV - EE:	1,597	830	506

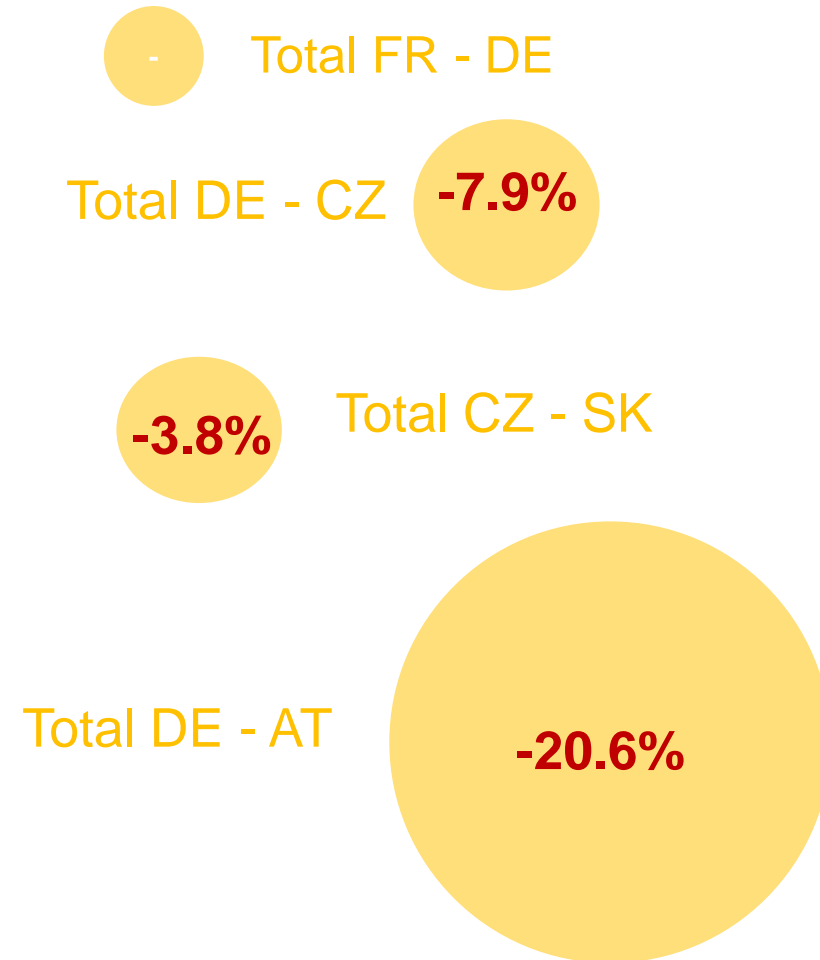


*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

MARKET DEVELOPMENT

Number of trains per border - Part 1*

	2021	2022	2023
Total FR - DE:	2,278	1,951	N/A
Total DE - CZ:	2,375	3,053	2,811
Total CZ - SK:	14,465	14,270	13,730
Total DE - AT:	41,158	52,276	41,528

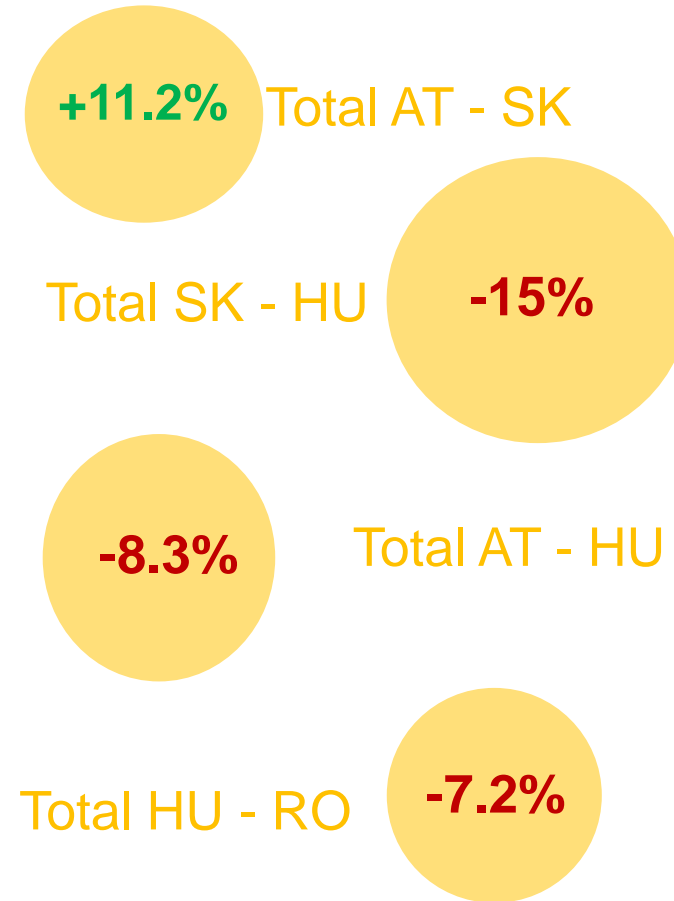


*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

MARKET DEVELOPMENT

Number of trains per border - Part 2*

	2021	2022	2023
Total AT - SK:	8,582	8,604	9,571
Total SK - HU:	5,295	5,426	4,610
Total AT - HU:	20,289	20,634	18,917
Total HU - RO:	11,893	10,904	10,116

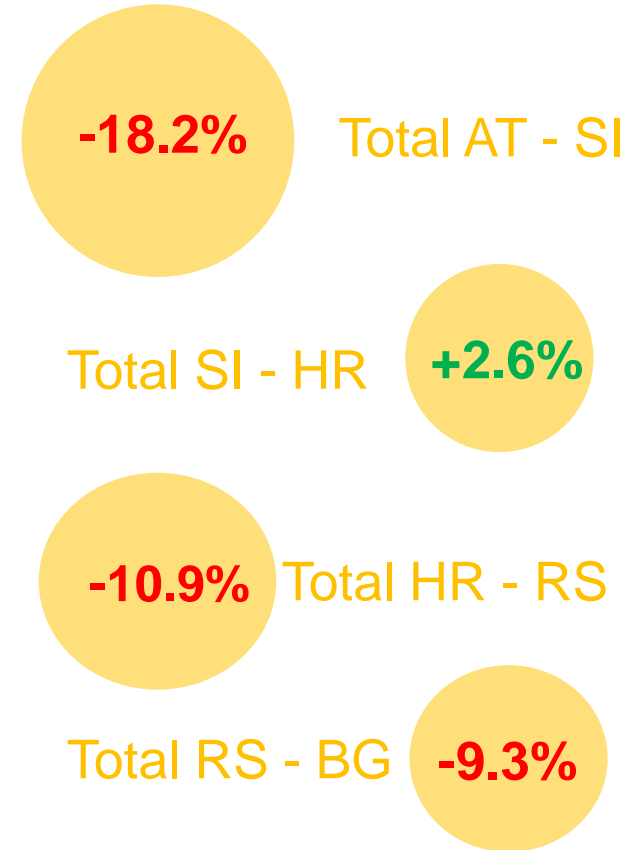


*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

MARKET DEVELOPMENT

Number of trains per border*

	2021	2022	2023
Total AT - SI:	14,718	18,296	14,964
Total SI - HR:	7,161	7,058	7,245
Total HR - RS:	3,816	4,638	4,132
Total RS - BG:	3,368	4,090	3,711

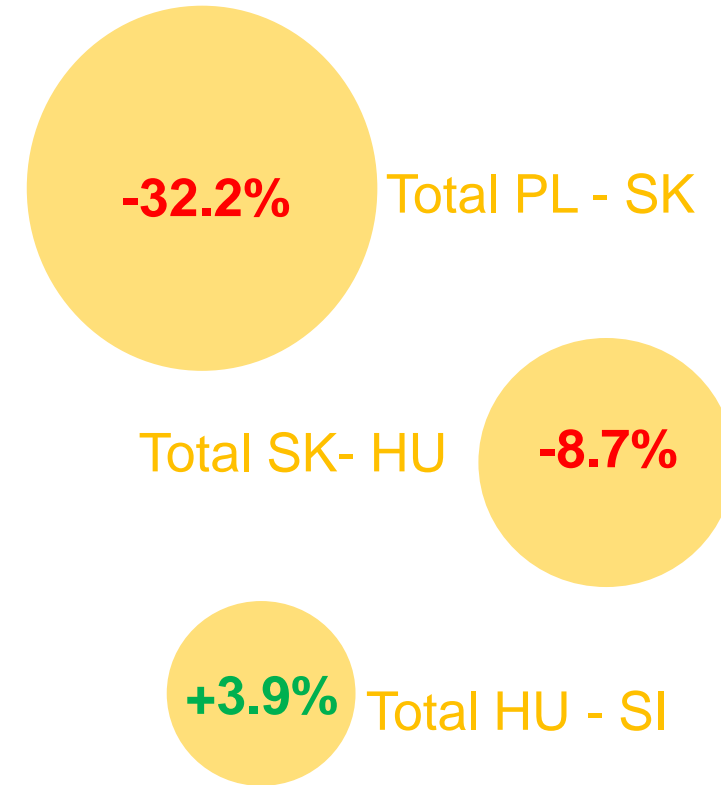


*The calculation of this KPI is based on data in IMs' systems except for the figure for 2023 AT-SI. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

MARKET DEVELOPMENT

Number of trains per border*

	2021	2022	2023
Total PL - SK:	2,004	1,972	1,337
Total SK - HU:	21,880	20,301	18,534
Total HU - SI:	6,755	6,297	6,544



*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

Disclaimer

- » The KPIs reflect the performance of each individual RFC, therefore, when comparing the figures of various RFCs, the specificities of each one have to be considered. Each RFC may apply any additional KPIs, which are published in their annual reports on their websites and/or in the [Customer Information Platform](#) (CIP), where applicable.
- » Please refer to the annual reports of individual RFCs for comprehensive information concerning the figures and their analysis. In addition, you can find the description of each commonly applicable KPI in the RNE '[Guidelines for Key Performance Indicators of Rail Freight Corridors](#)'.