Commonly applicable RFC KPIs

Year of publication 2024
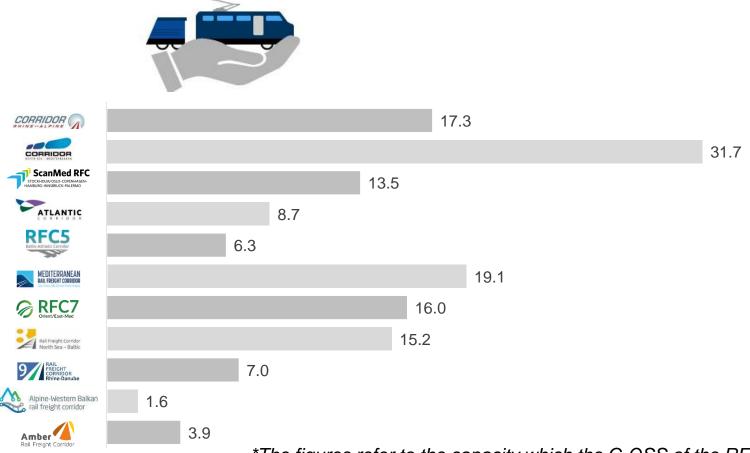
KPIs CAPACITY MANAGEMENT
for TT2025 / TT2024
(publication year 2024)

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

(millions of path kilometers)

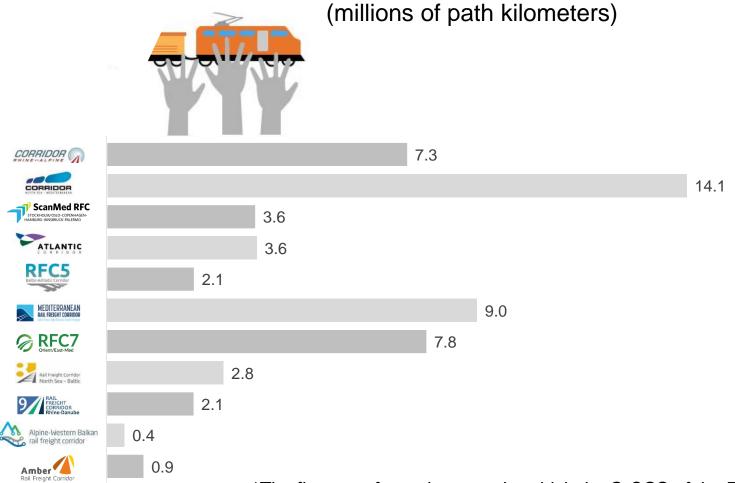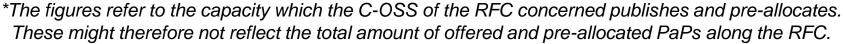| Corridor	Value
CORRIDOR RHINE-ALPINE	17.3
CORRIDOR NORTH SEA - MEDITERRANEAN	31.7
ScanMed RFC (STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO)	13.5
ATLANTIC CORRIDOR	8.7
RFC5 (Baltic-Adriatic Corridor)	6.3
MEDITERRANEAN RAIL FREIGHT CORRIDOR	19.1
RFC7 (Orient/East-Med)	16.0
Rail Freight Corridor North Sea – Baltic	15.2
RAIL FREIGHT CORRIDOR Rhine-Danube	7.0
Alpine-Western Balkan rail freight corridor	1.6
Amber Rail Freight Corridor	3.9

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.*

Commonly applicable RFC KPIs

RNE RailNetEurope

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

(millions of path kilometers)

Corridor	Value
CORRIDOR RHINE–ALPINE	7.3
CORRIDOR NORTH SEA – MEDITERRANEAN	14.1
ScanMed RFC (STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO)	3.6
ATLANTIC CORRIDOR	3.6
RFC5 (Baltic-Adriatic Corridor)	2.1
MEDITERRANEAN RAIL FREIGHT CORRIDOR	9.0
RFC7 (Orient/East-Med)	7.8
Rail Freight Corridor North Sea – Baltic	2.8
RAIL FREIGHT CORRIDOR Rhine-Danube	2.1
Alpine-Western Balkan rail freight corridor	0.4
Amber Rail Freight Corridor	0.9

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.*
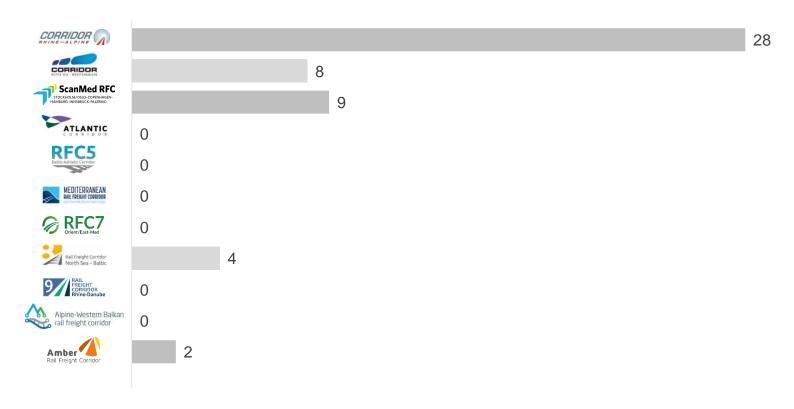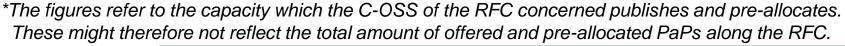
RNE RailNetEurope

Commonly applicable RFC KPIs

Number of requests – PaPs (at X-8)

(number of PCS dossiers)

Corridor	Value
CORRIDOR RHINE–ALPINE	82
CORRIDOR NORTH SEA – MEDITERRANEAN	206
ScanMed RFC STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO	29
ATLANTIC CORRIDOR	41
RFC5 Baltic-Adriatic Corridor	21
MEDITERRANEAN RAIL FREIGHT CORRIDOR	87
RFC7 Orient/East-Med	62
Rail Freight Corridor North Sea – Baltic	40
RAIL FREIGHT CORRIDOR Rhine-Danube	24
Alpine-Western Balkan rail freight corridor	8
Amber Rail Freight Corridor	10

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.

For TT 2025

RNE
RailNetEurope

Commonly applicable RFC KPIs

Number of conflicts – PaPs (at X-8)

(number of conflicting PCS dossiers)

Corridor	Conflicts
CORRIDOR RHINE–ALPINE	28
CORRIDOR NORTH SEA – MEDITERRANEAN	8
ScanMed RFC STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO	9
ATLANTIC CORRIDOR	0
RFC5 Baltic-Adriatic Corridor	0
MEDITERRANEAN RAIL FREIGHT CORRIDOR	0
RFC7 Orient/East-Med	0
Rail Freight Corridor North Sea – Baltic	4
RAIL FREIGHT CORRIDOR Rhine-Danube	0
Alpine-Western Balkan rail freight corridor	0
Amber Rail Freight Corridor	2

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.

Commonly applicable RFC KPIs

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

(millions of path kilometers)

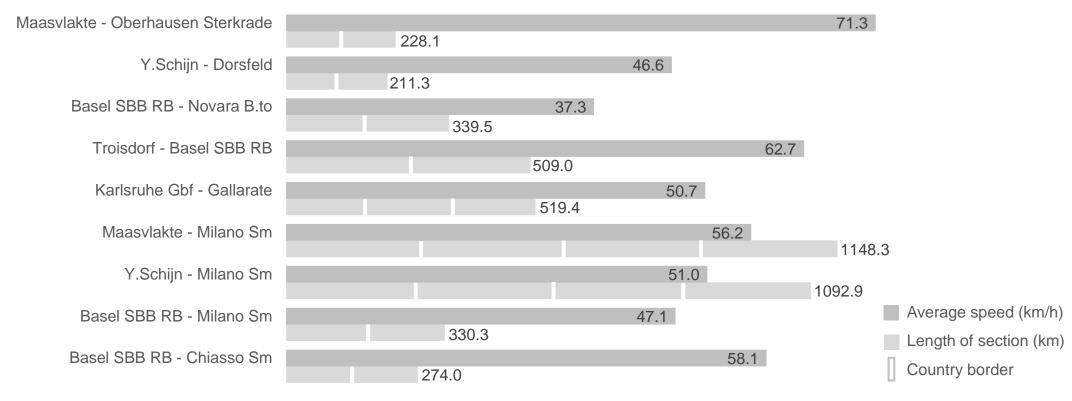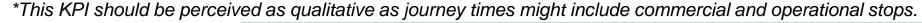| Corridor	Value
CORRIDOR RHINE-ALPINE	6.6
CORRIDOR NORTH SEA – MEDITERRANEAN	14.1
ScanMed RFC STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO	3.2
ATLANTIC CORRIDOR	3.6
RFC5 Baltic-Adriatic Corridor	2.1
MEDITERRANEAN RAIL FREIGHT CORRIDOR	9.0
RFC7 Orient/East-Med	7.8
Rail Freight Corridor North Sea – Baltic	2.5
RAIL FREIGHT CORRIDOR Rhine-Danube	2.1
Alpine-Western Balkan rail freight corridor	0.4
Amber Rail Freight Corridor	0.9

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.

RNE
RailNetEurope

Commonly applicable RFC KPIs
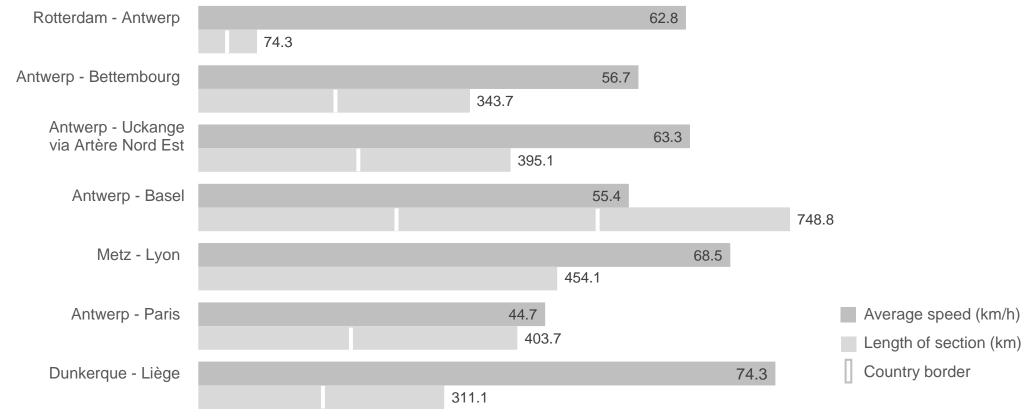
CAPACITY MANAGEMENT

Ratio of pre-booked capacity – PaPs (at X-7.5)

(to the volume of capacity offered at x-11)

Corridor	Ratio
CORRIDOR RHINE-ALPINE	38.8%
CORRIDOR NORTH SEA – MEDITERRANEAN	44.4%
ScanMed RFC STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO	23.4%
ATLANTIC CORRIDOR	42.1%
RFC5 Baltic-Adriatic Corridor	33.4%
MEDITERRANEAN RAIL FREIGHT CORRIDOR	47.1%
RFC7 Orient/East-Med	48.7%
Rail Freight Corridor North Sea – Baltic	16.6%
RAIL FREIGHT CORRIDOR Rhine-Danube	30.1%
Alpine-Western Balkan rail freight corridor	25.9%
Amber Rail Freight Corridor	22.6%

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.

For TT 2025

CAPACITY MANAGEMENT

Average planned speed of PaPs for TT 2025

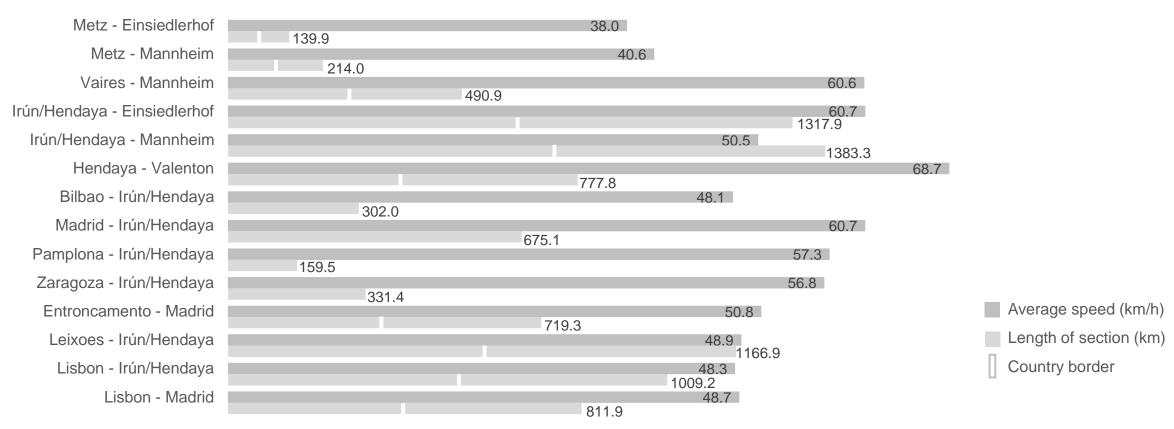### (calculation per O/D pairs)

O/D pair	Average speed (km/h)	Length of section (km)
Maasvlakte - Oberhausen Sterkrade	71.3	228.1
Y.Schijn - Dorsfeld	46.6	211.3
Basel SBB RB - Novara B.to	37.3	339.5
Troisdorf - Basel SBB RB	62.7	509.0
Karlsruhe Gbf - Gallarate	50.7	519.4
Maasvlakte - Milano Sm	56.2	1148.3
Y.Schijn - Milano Sm	51.0	1092.9
Basel SBB RB - Milano Sm	47.1	330.3
Basel SBB RB - Chiasso Sm	58.1	274.0

Legend:
- Average speed (km/h)
- Length of section (km)
- Country border

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

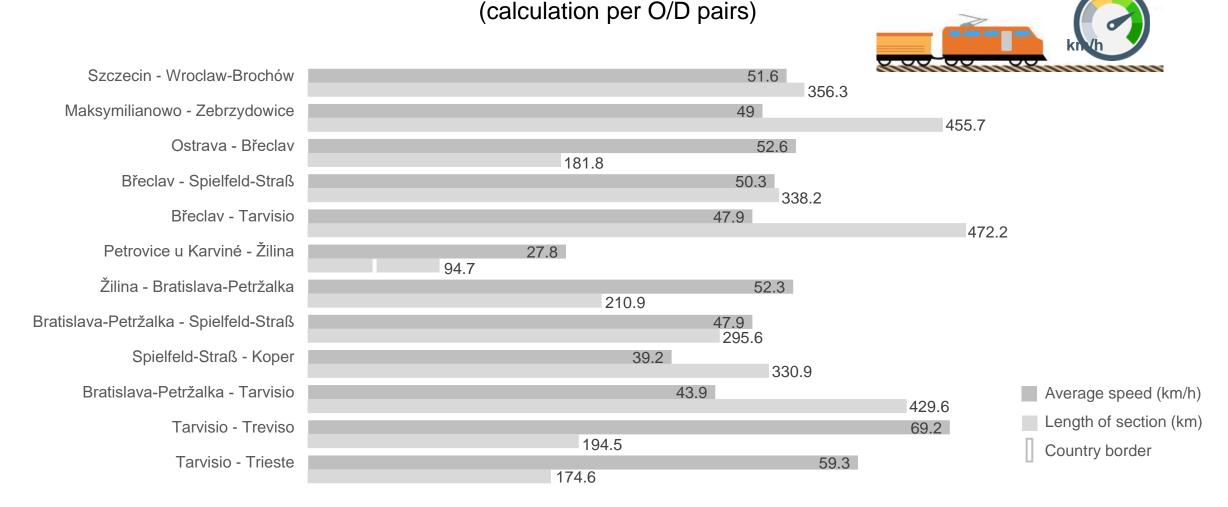RNE RailNetEurope CORRIDOR RHINE⟷ALPINE

Commonly applicable RFC KPIs

CAPACITY MANAGEMENT

Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

Route	Average speed (km/h)	Length of section (km)
Rotterdam - Antwerp	62.8	74.3
Antwerp - Bettembourg	56.7	343.7
Antwerp - Uckange via Artère Nord Est	63.3	395.1
Antwerp - Basel	55.4	748.8
Metz - Lyon	68.5	454.1
Antwerp - Paris	44.7	403.7
Dunkerque - Liège	74.3	311.1

Legend:
- Average speed (km/h)
- Length of section (km)
- Country border

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

RNE RailNetEurope

CORRIDOR NORTH SEA - MEDITERRANEAN

CAPACITY MANAGEMENT

Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

O/D pair	Average speed (km/h)	Length of section (km)
Alnabru - Göteborg	57.3	347.3
Göteborg - Malmö	67.7	284.4
Katrineholm - Malmö	62.1	479.9
Hallsberg - Malmö	64.0	447.5
Malmö - Maschen	62.7	571.2
Maschen - München	58.8	774.3
München - Verona	53.6	446.6

Legend:
- Average speed (km/h)
- Length of section (km)
- Country border

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

RNE RailNetEurope

ScanMed RFC
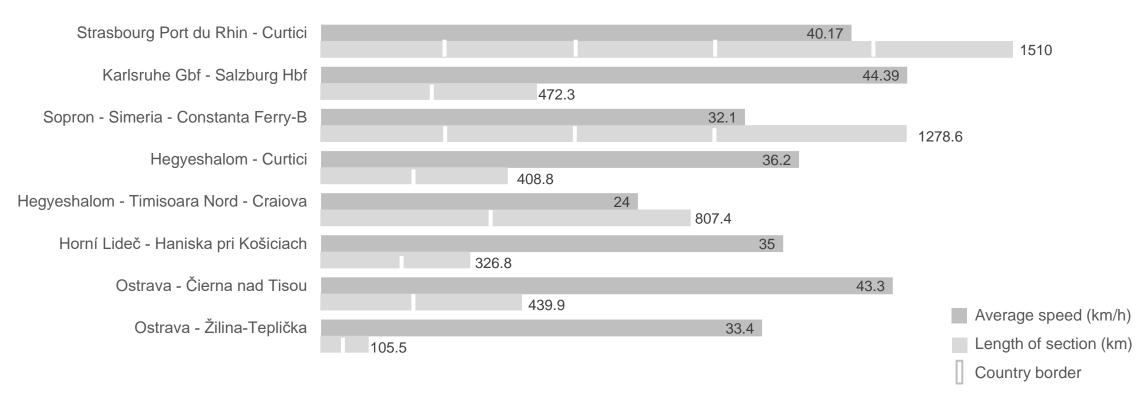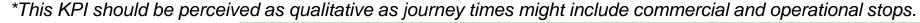STOCKHOLM/OSLO-COPENHAGEN-
HAMBURG-INNSBRUCK-PALERMO

Commonly applicable RFC KPIs

CAPACITY MANAGEMENT

Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

O/D pair	Average speed (km/h)	Length of section (km)
Metz - Einsiedlerhof	38.0	139.9
Metz - Mannheim	40.6	214.0
Vaires - Mannheim	60.6	490.9
Irún/Hendaya - Einsiedlerhof	60.7	1317.9
Irún/Hendaya - Mannheim	50.5	1383.3
Hendaya - Valenton	68.7	777.8
Bilbao - Irún/Hendaya	48.1	302.0
Madrid - Irún/Hendaya	60.7	675.1
Pamplona - Irún/Hendaya	57.3	159.5
Zaragoza - Irún/Hendaya	56.8	331.4
Entroncamento - Madrid	50.8	719.3
Leixoes - Irún/Hendaya	48.9	1166.9
Lisbon - Irún/Hendaya	48.3	1009.2
Lisbon - Madrid	48.7	811.9

Legend:
- Average speed (km/h)
- Length of section (km)
- Country border

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

Commonly applicable RFC KPIs

Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

km/h

O/D pair	Average speed (km/h)	Length of section (km)
Szczecin - Wroclaw-Brochów	51.6	356.3
Maksymilianowo - Zebrzydowice	49	455.7
Ostrava - Břeclav	52.6	181.8
Břeclav - Spielfeld-Straß	50.3	338.2
Břeclav - Tarvisio	47.9	472.2
Petrovice u Karviné - Žilina	27.8	94.7
Žilina - Bratislava-Petržalka	52.3	210.9
Bratislava-Petržalka - Spielfeld-Straß	47.9	295.6
Spielfeld-Straß - Koper	39.2	330.9
Bratislava-Petržalka - Tarvisio	43.9	429.6
Tarvisio - Treviso	69.2	194.5
Tarvisio - Trieste	59.3	174.6

Average speed (km/h)
Length of section (km)
Country border

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

RNE RailNetEurope

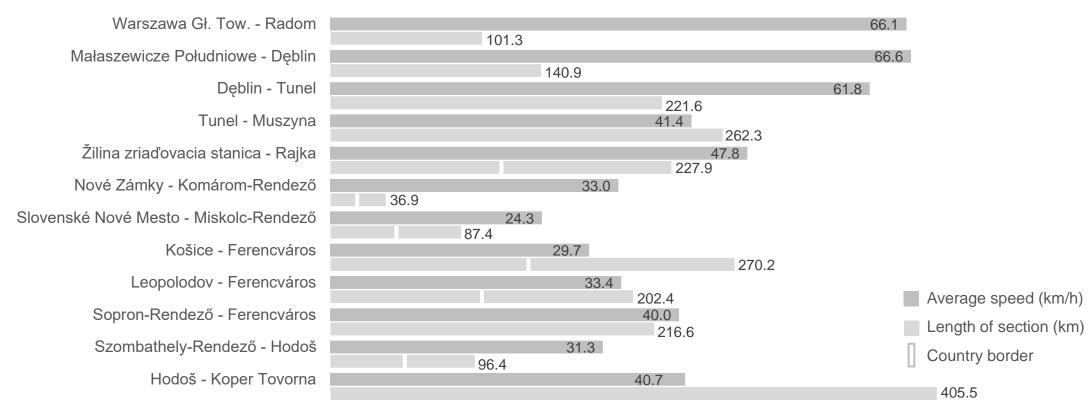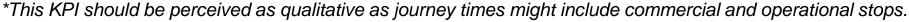RFC5 Baltic-Adriatic Corridor

CAPACITY MANAGEMENT

Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

O/D pair	Average speed (km/h)	Length of section (km)
Barcelona - Perpignan	56.0	205.0
Madrid - Cerbère	61.0	900.0
Granollers - Port Bou	61.0	138.0
Perpignan - Milano	46.0	983.0
Ambérieu - Torino	42.0	286.0
Sibelin - Tortona	36.0	461.0
Portogruaro - Ferencváros	38.0	777.0
Koper - Záhony	40.0	1016.0
Ljubljana - Zagreb - Ferencváros	37.0	510.0
Rijeka - Ferencváros	33.0	597.0

Average speed (km/h)
Length of section (km)
Country border

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

Commonly applicable RFC KPIs

CAPACITY MANAGEMENT

Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

O/D pair	Average speed (km/h)	Length of section (km)
Rostock - Česká Třebová	49.7	726.4
Bremerhaven - Kúty	45.0	1051.4
Dresden - Dunajská Streda	30.6	618
Kolín - Soroksári út rendező	39.5	560.3
Wien - Curtici	29.5	472.6
Wien - Oradea	N/A	484.3
Ferencváros - Craiova via Timisoara	21.5	629.4
Ferencváros - Craiova via Simeria	19.8	641.8
Craiova - Svilengrad via Ruse	26.7	736.3
Kulata - Piraeus	27.0	648.1

Legend:
- Average speed (km/h)
- Length of section (km)
- Country border

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

Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

Route	Average speed (km/h)	Length of section (km)
Rotterdam Maasvlakte - Poznań Franowo	54.1	1041.0
Y. Dudzele - Gliwice	N/A	1368.0
Y. Bernadettestraat - Maschen	60.0	636/552
Biederitz - Malaszewicze	46.5	884.0
Suwalki - Tallinn (Ülemiste)	24.1	882.0
Rostock Seehafen - Kolín	61.1	626.0
Bremerhaven-Speckenbüttel - Děčín	73.3	622/615

Legend:
- Average speed (km/h)
- Length of section (km)
- Country border

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.

RNE RailNetEurope
Rail Freight Corridor North Sea – Baltic

Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

O/D Pair	Average speed (km/h)	Length of section (km)
Strasbourg Port du Rhin - Curtici	40.17	1510
Karlsruhe Gbf - Salzburg Hbf	44.39	472.3
Sopron - Simeria - Constanta Ferry-B	32.1	1278.6
Hegyeshalom - Curtici	36.2	408.8
Hegyeshalom - Timisoara Nord - Craiova	24	807.4
Horní Lideč - Haniska pri Košiciach	35	326.8
Ostrava - Čierna nad Tisou	43.3	439.9
Ostrava - Žilina-Teplička	33.4	105.5

Legend:
- Average speed (km/h)
- Length of section (km)
- Country border

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

RNE RailNetEurope

9 RAIL FREIGHT CORRIDOR Rhine-Danube

Commonly applicable RFC KPIs

Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

Route	Average speed (km/h)	Length of section (km)
Salzburg Hbf - Ljubljana Moste	37.1	294.6
Ljubljana Zalog - Zagreb RK	34.3	139.5
Ljubljana Zalog - Svilengrad*	26.8	1266.7
Wels - Maribor Tezno	53.4	329.8
Salzburg Hbf.– Svilengrad	23.2	1750.2
Svilengrad – Jesenice	18.9	1338.5
Ljubljana Zalog – Beograd Ranžirna	26.6	557.1
Beograd Ranžirna - Svilengrad	26.9	709.7

Average speed (km/h)

Length of section (km)

Country border

*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.
** PaP Ljubljana Zalog - Svilengrad* - does not exist as such in TT2025. It is average speed of 2 PaPs: Ljubljana Zalog -
Beograd Ranžirna & Beograd Ranžirna - Svilengrad. The timetable of these PaPs is harmonized.

RNE RailNetEurope — Alpine-Western Balkan rail freight corridor

Commonly applicable RFC KPIs

Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

O/D pair	Average speed (km/h)	Length of section (km)
Warszawa Gł. Tow. - Radom	66.1	101.3
Małaszewicze Południowe - Dęblin	66.6	140.9
Dęblin - Tunel	61.8	221.6
Tunel - Muszyna	41.4	262.3
Žilina zriaďovacia stanica - Rajka	47.8	227.9
Nové Zámky - Komárom-Rendező	33.0	36.9
Slovenské Nové Mesto - Miskolc-Rendező	24.3	87.4
Košice - Ferencváros	29.7	270.2
Leopolodov - Ferencváros	33.4	202.4
Sopron-Rendező - Ferencváros	40.0	216.6
Szombathely-Rendező - Hodoš	31.3	96.4
Hodoš - Koper Tovorna	40.7	405.5

Legend:
- Average speed (km/h)
- Length of section (km)
- Country border

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

RNE RailNetEurope

Amber Rail Freight Corridor

Commonly applicable RFC KPIs

CAPACITY MANAGEMENT

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

(millions of path kilometers)
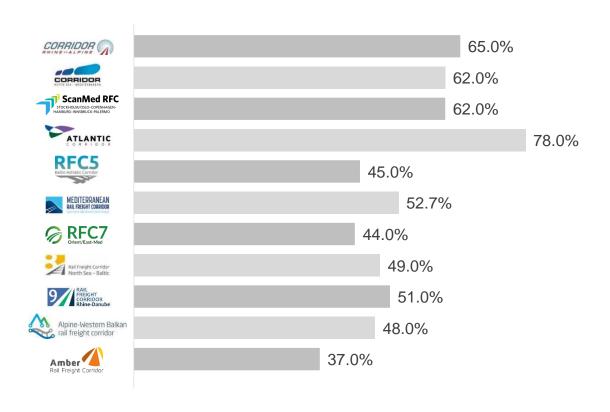
Corridor	Value
CORRIDOR RHINE-ALPINE	1.7
CORRIDOR NORTH SEA - MEDITERRANEAN	4.0
ScanMed RFC (STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO)	1.8
ATLANTIC CORRIDOR	1.6
RFC5 (Baltic-Adriatic Corridor)	3.5
MEDITERRANEAN RAIL FREIGHT CORRIDOR	2.3
RFC7 (Orient/East-Med)	1.3
Rail Freight Corridor North Sea – Baltic	4.8
RAIL FREIGHT CORRIDOR Rhine-Danube	2.5
Alpine-Western Balkan rail freight corridor	0.9
Amber Rail Freight Corridor	4.6

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 RC along the RFC.

For TT 2024

Commonly applicable RFC KPIs

RNE RailNetEurope
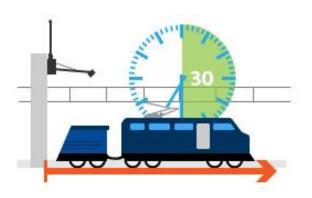
KPIs OPERATIONS & MARKET DEVELOPMENT
for 2023 *(publication year 2024)*

Punctuality at origin (RFC entry)

(delay ≤ 30 minutes)

RFC	Punctuality
CORRIDOR RHINE-ALPINE	65.0%
CORRIDOR NORTH SEA - MEDITERRANEAN	62.0%
ScanMed RFC STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO	62.0%
ATLANTIC CORRIDOR	78.0%
RFC5 Baltic-Adriatic Corridor	45.0%
MEDITERRANEAN RAIL FREIGHT CORRIDOR	52.7%
RFC7 Orient/East-Med	44.0%
Rail Freight Corridor North Sea – Baltic	49.0%
RAIL FREIGHT CORRIDOR Rhine-Danube	51.0%
Alpine-Western Balkan rail freight corridor	48.0%
Amber Rail Freight Corridor	37.0%

Punctuality at destination (RFC exit)

(delay ≤ 30 minutes)

Corridor	Punctuality
CORRIDOR RHINE-ALPINE	50.0%
CORRIDOR NORTH SEA - MEDITERRANEAN	71.0%
ScanMed RFC STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO	47.0%
ATLANTIC CORRIDOR	73.0%
RFC5 Baltic-Adriatic Corridor	34.0%
MEDITERRANEAN RAIL FREIGHT CORRIDOR	39.0%
RFC7 Orient/East-Med	34.0%
Rail Freight Corridor North Sea – Baltic	39.0%
RAIL FREIGHT CORRIDOR Rhine-Danube	41.0%
Alpine-Western Balkan rail freight corridor	39.0%
Amber Rail Freight Corridor	26.0%

RNE RailNetEurope

Punctuality at origin (RFC entry)

(delay ≤ 15 minutes)

Corridor	Value
CORRIDOR RHINE-ALPINE	57.0%
CORRIDOR NORTH SEA - MEDITERRANEAN	71.0%
ScanMed RFC STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO	52.0%
ATLANTIC CORRIDOR	69.0%
RFC5 Baltic-Adriatic Corridor	40.0%
MEDITERRANEAN RAIL FREIGHT CORRIDOR	47.7%
RFC7 Orient/East-Med	40.0%
Rail Freight Corridor North Sea – Baltic	44.0%
RAIL FREIGHT CORRIDOR Rhine-Danube	44.0%
Alpine-Western Balkan rail freight corridor	42.0%
Amber Rail Freight Corridor	35.0%

Punctuality at destination (RFC exit)

(delay ≤ 15 minutes)

Corridor	Punctuality
CORRIDOR RHINE-ALPINE	43.0%
CORRIDOR NORTH SEA – MEDITERRANEAN	62.0%
ScanMed RFC STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO	40.0%
ATLANTIC CORRIDOR	64.0%
RFC5 Baltic-Adriatic Corridor	29.0%
MEDITERRANEAN RAIL FREIGHT CORRIDOR	34.9%
RFC7 Orient/East-Med	30.0%
Rail Freight Corridor North Sea – Baltic	34.0%
RAIL FREIGHT CORRIDOR Rhine-Danube	37.0%
Alpine-Western Balkan rail freight corridor	34.0%
Amber Rail Freight Corridor	25.0%

Number of trains crossing a border along the RFC* 2023

Corridor	Number of trains
CORRIDOR RHINE-ALPINE	93,520
CORRIDOR NORTH SEA - MEDITERRANEAN	30,560
ScanMed RFC STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO	43,170
ATLANTIC CORRIDOR	13,978
RFC5 Baltic-Adriatic Corridor	91,084
MEDITERRANEAN RAIL FREIGHT CORRIDOR	24,823
RFC7 Orient/East-Med	104,179
Rail Freight Corridor North Sea – Baltic	89,605
RAIL FREIGHT CORRIDOR Rhine-Danube	87,504
Alpine-Western Balkan rail freight corridor	30,052
Amber Rail Freight Corridor	18,484

*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.

RNE RailNetEurope

Commonly applicable RFC KPIs

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

(millions of trains kilometers)

Corridor	Value
CORRIDOR RHINE-ALPINE	54.5
CORRIDOR NORTH SEA - MEDITERRANEAN	0
ScanMed RFC STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO	26.3
ATLANTIC CORRIDOR	0
RFC5 Baltic-Adriatic Corridor	30.3
MEDITERRANEAN RAIL FREIGHT CORRIDOR	9.7
RFC7 Orient/East-Med	44.4
Rail Freight Corridor North Sea – Baltic	45.9
RAIL FREIGHT CORRIDOR Rhine-Danube	47.8
Alpine-Western Balkan rail freight corridor	11.4
Amber Rail Freight Corridor	6.1

*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 presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs.
The figure by Alpine-Western Balkan rail freight corridor combined data from RNE's TIS and national system

Commonly applicable RFC KPIs

OPERATIONS

Dwell times in border sections (planned and actual)

2023

Border		Avg.planned dwell (min.)	Avg.clean/real dwell (min.)
Aachen-West	Montzen	70	90
Brig	Iselle (via Domo FM)	105	116
Chiasso SM	Bivio PC Rosales	51	47
Emmerich	Zevenaar Oost	9	10
Kaldenkirchen	Venlo	36	45
Ranzo-S.Abbondio	Pino Tronzano	2	20
Weil am Rhein RB	Basel Bad Bhf RB	55	61

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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

*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.

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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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

*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.

Commonly applicable RFC KPIs

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

*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.

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
Golenți - 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

*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.

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**

*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.
**Zelzate – Sas-van-Gent: measurement at this border-pair is still "in progress" on the Sas-van-Gent side. The figure shown in the table is calculated only on trains measured on the Zelzate side of the border.

Commonly applicable RFC KPIs

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**

*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.
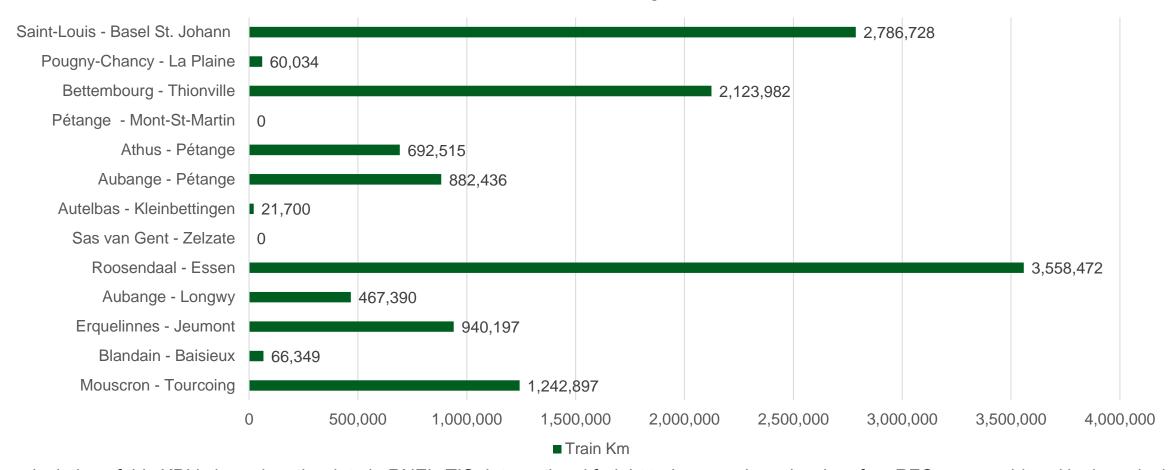**Data Quality investigation is in progress.

Commonly applicable RFC KPIs

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

*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.

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

*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.

Commonly applicable RFC KPIs

**Dwell times in border sections (planned and clean/real)
2023**
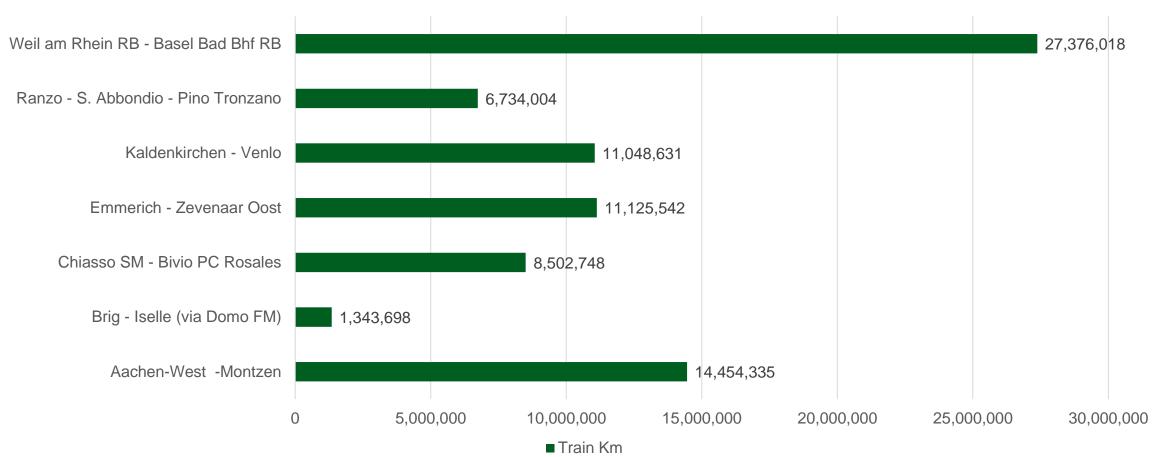
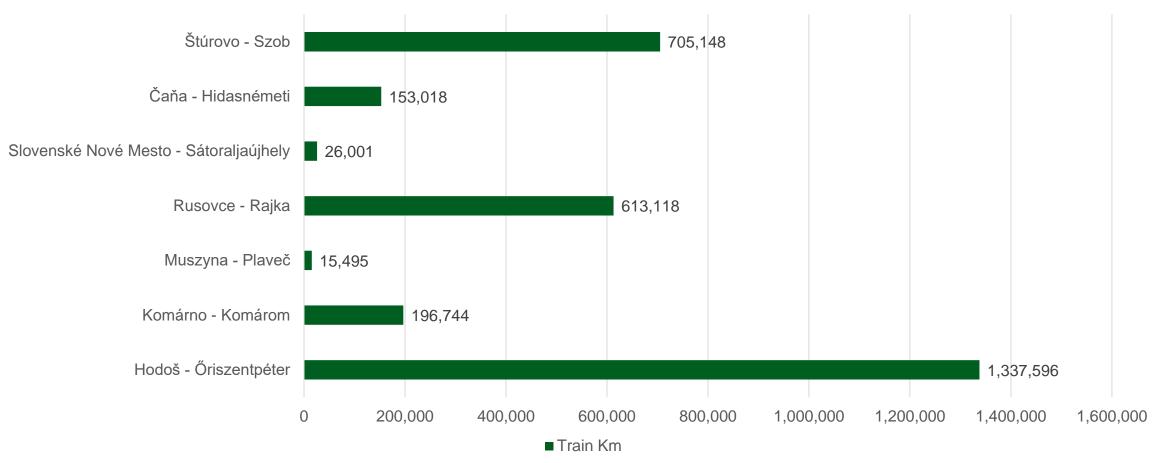| Border	Avg. planned dwell (min.)	Avg. real dwell (min.)
Hodoš - Őriszentpéter	82	151
Komárno - Komárom	87	60
Muszyna - Plaveč	46	24
Rusovce - Rajka	100	98
Slovenské Nové Mesto - Sátoraljaújhely	248	324
Čaňa - Hidasnémeti	224	438
Štúrovo - Szob	77	90

*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

Border	Train Km
Saint-Louis - Basel St. Johann	2,786,728
Pougny-Chancy - La Plaine	60,034
Bettembourg - Thionville	2,123,982
Pétange - Mont-St-Martin	0
Athus - Pétange	692,515
Aubange - Pétange	882,436
Autelbas - Kleinbettingen	21,700
Sas van Gent - Zelzate	0
Roosendaal - Essen	3,558,472
Aubange - Longwy	467,390
Erquelinnes - Jeumont	940,197
Blandain - Baisieux	66,349
Mouscron - Tourcoing	1,242,897

■ Train Km

*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.

RNE RailNetEurope

CORRIDOR
NORTH SEA - MEDITERRANEAN

Commonly applicable RFC KPIs

MARKET DEVELOPMENT

Train kilometers of trains per border 2023

Border	Train Km
Zebrzydowice - Petrovice u Karviné	1,466,418
Villa Opicina - Sežana	2,345,629
Thörl-Maglern - Tarvisio Boscoverde	9,874,966
Spielfeld-Straß - Šentilj	3,046,875
Mosty u Jablunkova - Čadca	3,099,308
Marchegg - Devínska Nová Ves	12,202
Kittsee - Bratislava-Petržalka	3,321,644
Chałupki - Bohumín-Vrbice	2,167,929
Międzylesie - Lichkov	119,071
Bernhardsthal - Břeclav os.n	6,295,838

■ Train Km

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RNE RailNetEurope RFC5 Baltic-Adriatic Corridor

Commonly applicable RFC KPIs

MARKET DEVELOPMENT

Train kilometers of trains per border 2023

Border	Train Km
Villa Opicina - Sežana	2,345,629
Port-Bou - Cerbère	798,341
Botovo - Gyékényes	2,410,107
Hodoš - Őriszentpéter	2,675,192
Figueres Vilafant - Perpignan	517,130
Dobova - Savski Marof	2,269,338
Bardonecchia - Modane	1,028,514

■ Train Km

*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

Border	Train Km
Štúrovo - Szob	705,148
Rusovce - Rajka	613,118
Nickelsdorf - Hegyeshalom	6,085,762
Marchegg - Devínska Nová Ves	15,283
Loipersbach-Schattendorf - Sopron	1,661
Lanžhot - Kúty	2,381,169
Kulata - Promachon	1,070
Komárno - Komárom	196,744
Kittsee - Bratislava-Petržalka	1,660,915
Golenți - Vidin	4,756
Giurgiu Nord - Ruse	189,662
Episcopia Bihor - Biharkeresztes	697,145
Curtici - Lökösháza	1,886,492
Bernhardsthal - Břeclav os.n.	3,147,919
Bad Schandau - Děčín	6,821,684

■ Train Km

*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

Border	Train Km
Schirnding - Cheb	826,887
Rusovce - Rajka	1,226,235
Passau HBF - Schärding	25,594,457
Nickelsdorf - Hegyeshalom	12,171,524
Mosty u Jablunkova - Čadca	2,873,455
Kittsee - Bratislava-Petržalka	3,321,830
Kehl - Strasbourg-Neudorf	126,476
Horní Lideč - Lúky Pod Makytou	182,895
Furth im Wald - Česká Kubice	23,728
Freilassing - Salzburg Liefering	7,487,182
Episcopia Bihor - Biharkeresztes	1,394,290
Curtici - Lökösháza	3,772,984

■ Train Km

*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.

RNE RailNetEurope

RAIL FREIGHT CORRIDOR Rhine-Danube

Train kilometers of trains per border 2023

Border	Train Km
Tovarnik - Šid	1,626,818
Spielfeld-Straß - Šentilj	3,046,875
Rosenbach - Jesenice	3,082,692
Kalotina Zapad - Dimitrovgrad	1,205,370
Dobova - Savski Marof	2,467,950

■ Train Km

*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

Border	Train Km
Štúrovo - Szob	705,148
Čaňa - Hidasnémeti	153,018
Slovenské Nové Mesto - Sátoraljaújhely	26,001
Rusovce - Rajka	613,118
Muszyna - Plaveč	15,495
Komárno - Komárom	196,744
Hodoš - Őriszentpéter	1,337,596

■ Train Km

*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

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**

-8.0% Total NL - DE

Total BE - DE **+2.1%**

-4.8% Total DE - CH

Total CH - IT **-5.0%**

*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

Total BE - LU **+6.2%**

-7.7% Total LU - FR

Total BE - FR **-9.0%**

*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.

Number of trains per border - Part 2*

|	2021	2022	**2023**
Total GB - FR:	1,902	1,071	**1,136**
Total FR - CH:	5,105	5,642	**5,322**

-6.1% Total GB - FR

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.

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
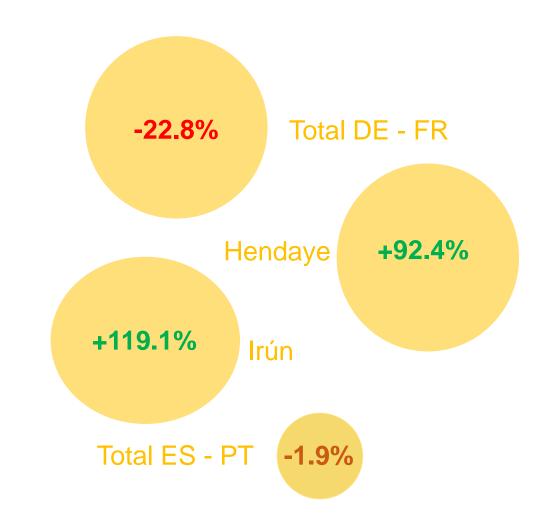
Kornsjø
+2,64%
Lernacken
-12.45%
-1.68% Padborg/Flensburg

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.

RNE RailNetEurope

ScanMed RFC
STOCKHOLM/OSLO-COPENHAGEN-
HAMBURG-INNSBRUCK-PALERMO

Commonly applicable RFC KPIs

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**

-22.8% Total DE - FR

Hendaye +92.4%
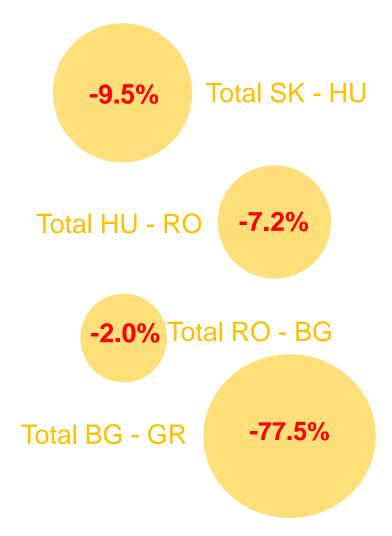
+119.1% Irún

Total ES - PT -1.9%

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MARKET DEVELOPMENT

Number of trains per border - Part 1*
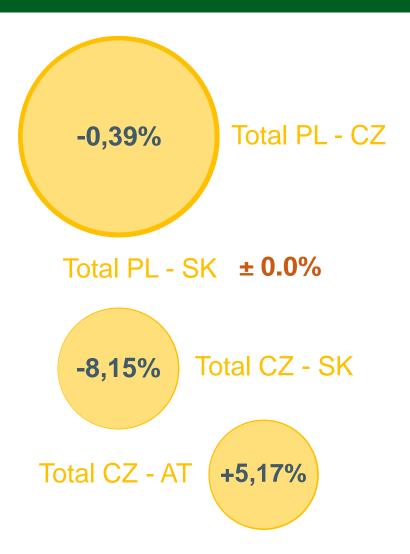
	2021	2022	**2023**
Total PL - CZ:	24,985	26,557	**26,454**
Total PL - SK:	0	0	**0**
Total CZ - SK:	13,418	13,520	**12,418**
Total CZ - AT:	11,816	12,027	**12,694**

-0,39% Total PL - CZ

Total PL - SK **± 0.0%**

-8,15% Total CZ - SK

Total CZ - AT **+5,17%**

*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.
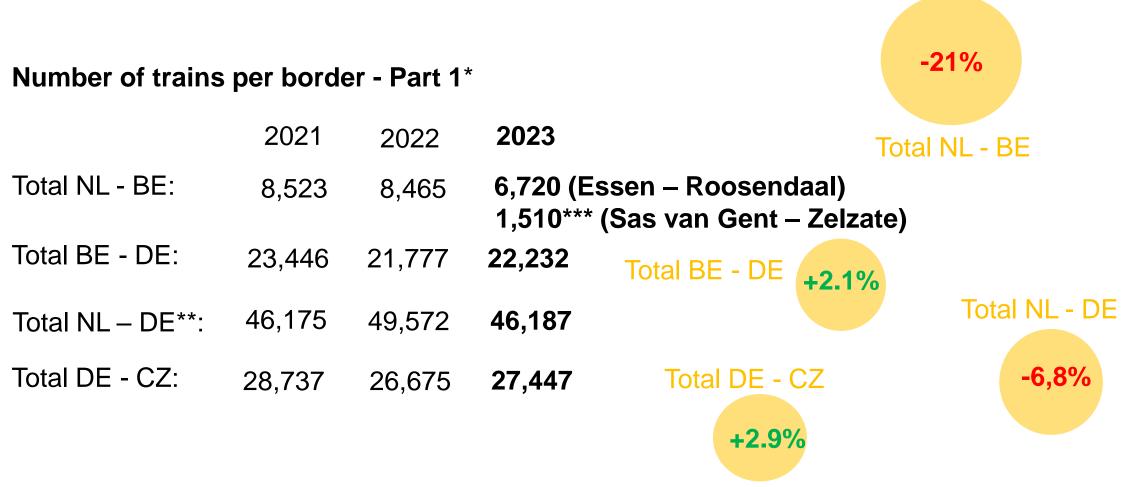
MARKET DEVELOPMENT

Number of trains per border - Part 2*
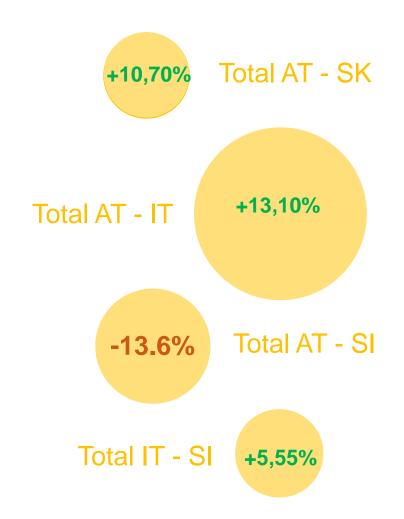
	2021	2022	2023
Total AT - SK:	8,714	8,749	**9,685**
Total AT - IT:	20,084	16,926	**19,147**
Total AT - SI:	11,429	9,154	**7,910**
Total IT - SI:	8,973	7,522	**7,940**

+10,70% Total AT - SK

Total AT - IT **+13,10%**

-13.6% Total AT - SI

Total IT - SI **+5,55%**

*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*
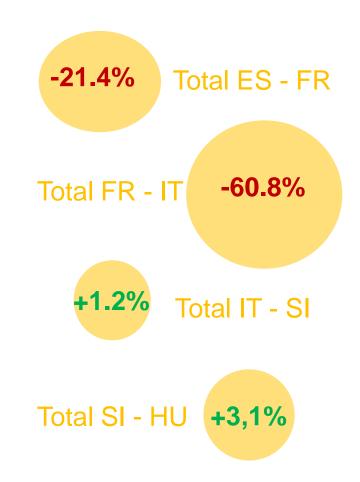
	2021	2022	**2023**
Total ES - FR:	4,562	4,682	3,678
Total FR - IT:	8,271	8,546	3,352
Total IT - SI:	8,973	7,522	7,612
Total SI - HU:	6,755	6,297	6,492
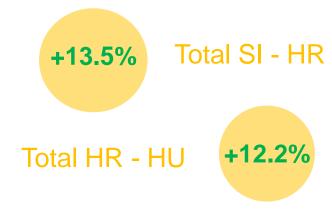
-21.4% Total ES - FR

Total FR - IT **-60.8%**

+1.2% Total IT - SI

Total SI - HU **+3,1%**

*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.

Number of trains per border - Part 2*

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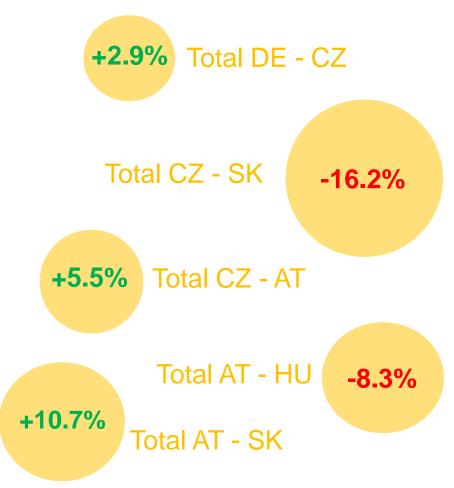
+13.5% Total SI - HR
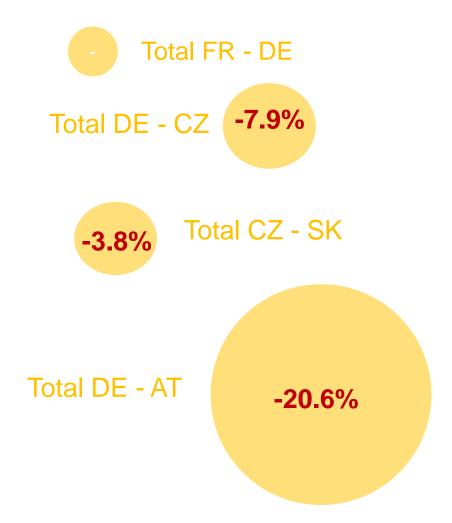
Total HR - HU **+12.2%**

*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.

RNE RailNetEurope

MEDITERRANEAN RAIL FREIGHT CORRIDOR
Spain-France-Italy-Slovenia-Croatia-Hungary

Commonly applicable RFC KPIs

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**

+2.9% Total DE - CZ

Total CZ - SK   **-16.2%**

+5.5% Total CZ - AT

Total AT - HU **-8.3%**

+10.7% Total AT - SK

*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.

Commonly applicable RFC KPIs

MARKET DEVELOPMENT

Number of trains per border - Part 1*

	2021	2022	**2023**
Total NL - BE:	8,523	8,465	**6,720 (Essen – Roosendaal)** **1,510*** (Sas van Gent – Zelzate)**
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**

-21% — Total NL - BE

Total BE - DE **+2.1%**

Total NL - DE **-6,8%**

Total DE - CZ **+2.9%**

*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.
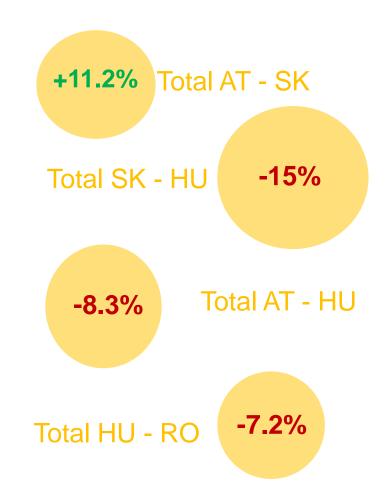**NL-DE: Trains at Venlo-Kaldenkirchen are measured for this KPI as North Sea-Baltic trains can be re-routed using this border-pair.
***Sas van Gent – Zelzate: This border pair was measured first time in 2023 (onwards) and is not comparable to previous years.

RNE RailNetEurope — Rail Freight Corridor North Sea – Baltic

Commonly applicable RFC KPIs

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**

-5.1% Total DE - PL

Total PL - LT **+41.1%**

-29.5% Total LT - LV

Total LV - EE **-39.0%**

*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.

RNE RailNetEurope — Rail Freight Corridor North Sea – Baltic

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**

-18.2% Total AT - SI

Total SI - HR **+2.6%**

-10.9% Total HR - RS

Total RS - BG **-9.3%**

*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.

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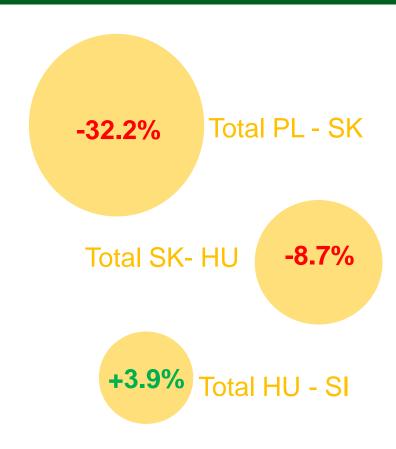
	2021	2022	**2023**
Total PL - SK:	2,004	1,972	**1,337**
Total SK - HU:	21,880	20,301	**18,534**
Total HU - SI:	6,755	6,297	**6,544**

-32.2% Total PL - SK

Total SK- HU **-8.7%**

+3.9% Total HU - SI

*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.

» 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'.