



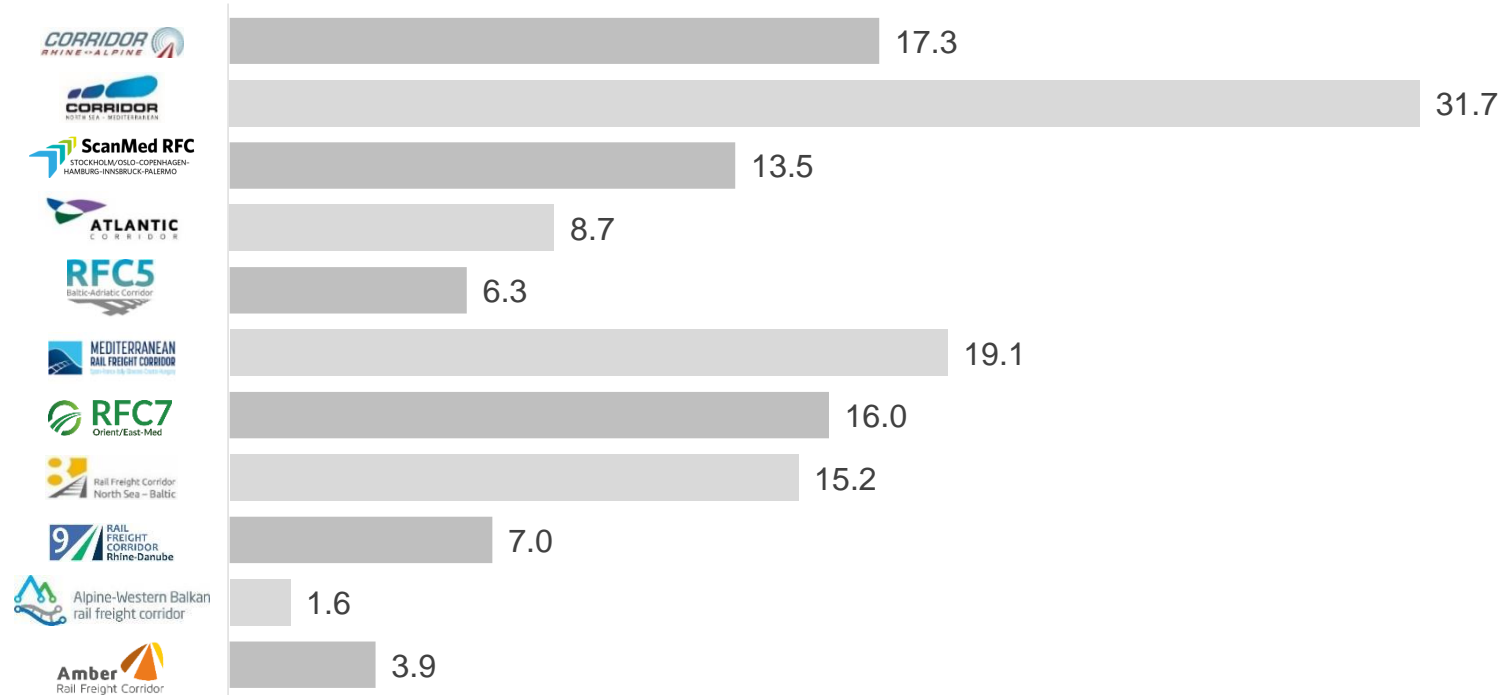
Commonly applicable RFC KPIs

Year of publication 2024

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

# CAPACITY MANAGEMENT

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



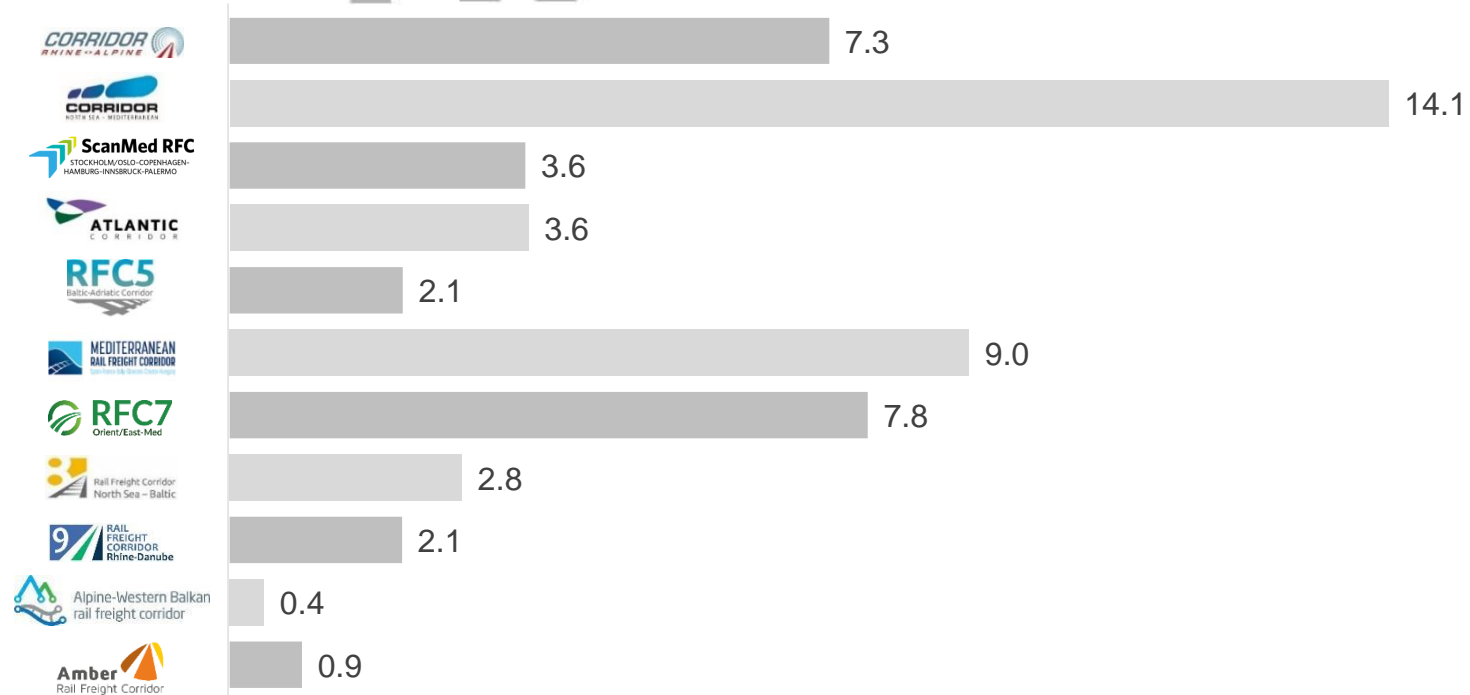
For TT 2025

*\*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)

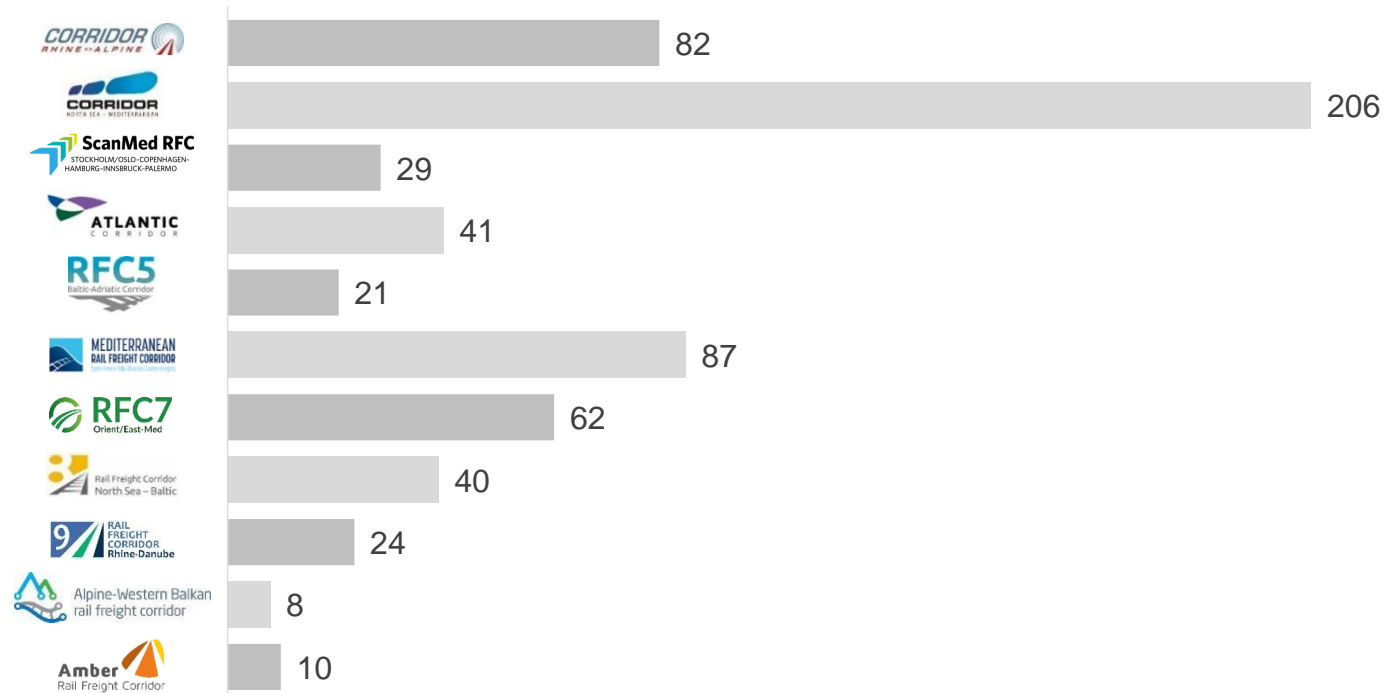


For TT 2025

*\*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

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

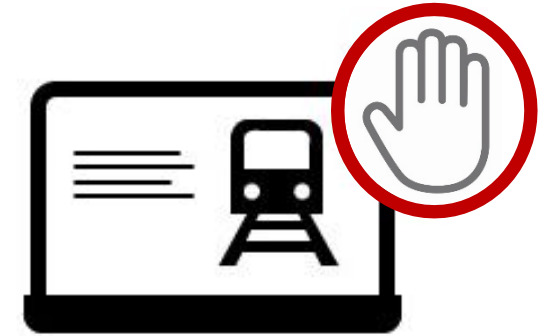
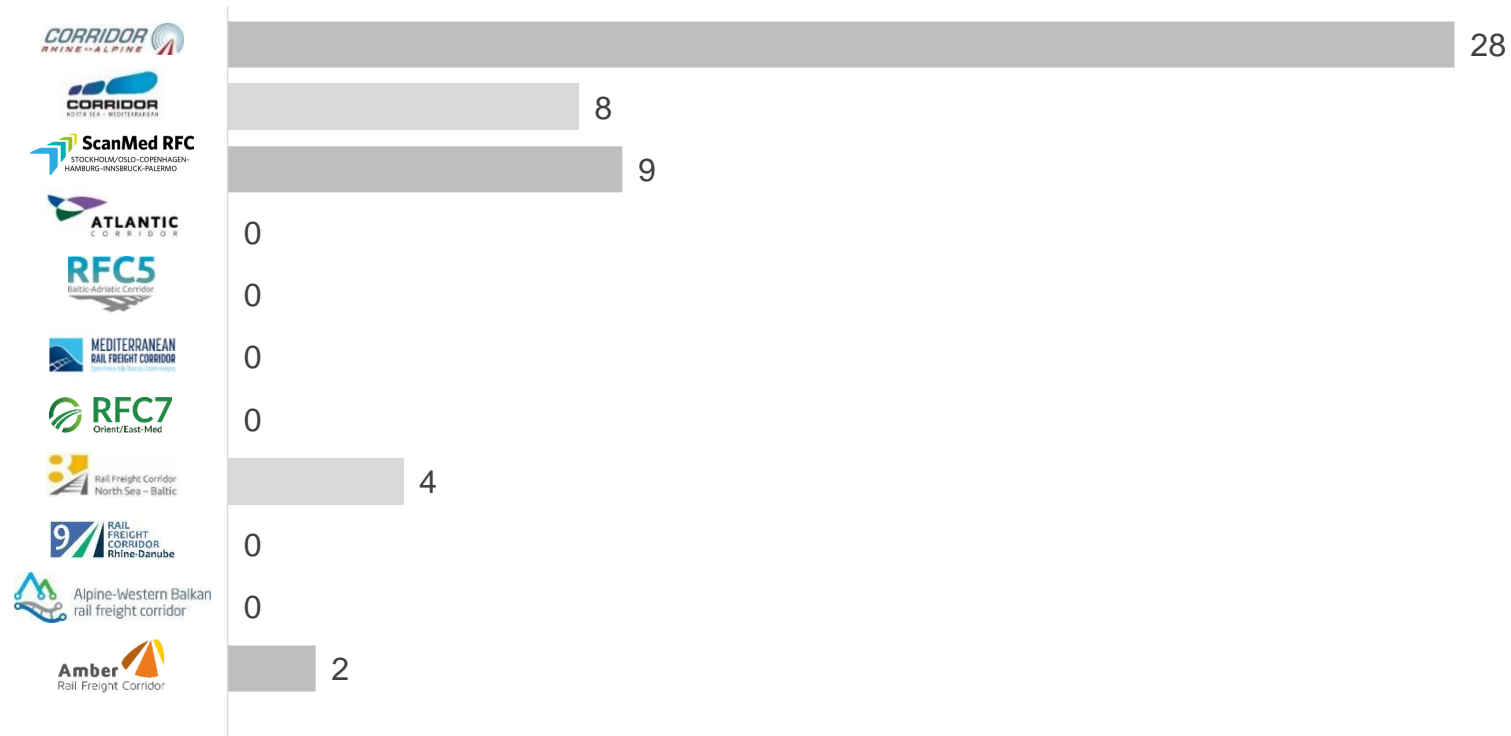


For TT 2025

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# CAPACITY MANAGEMENT

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

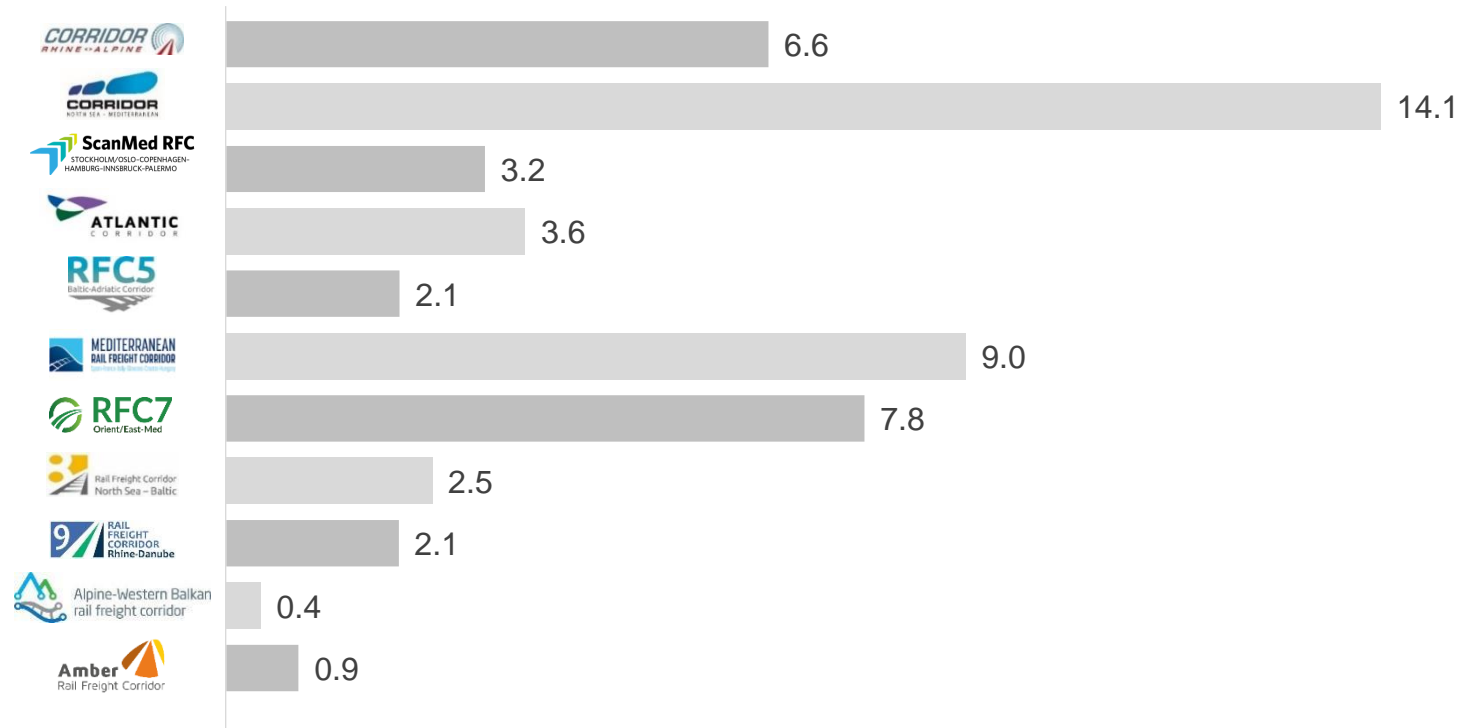


For TT 2025

*\*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)

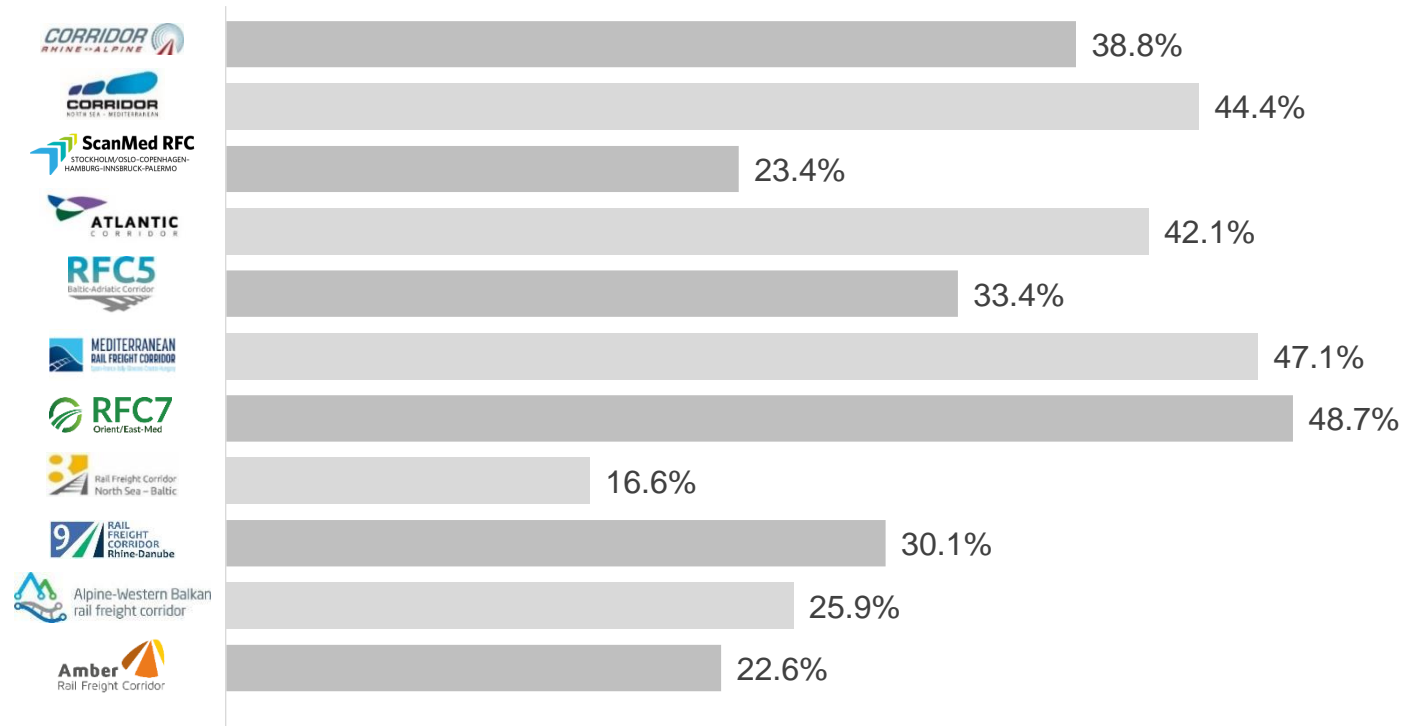


For TT 2025

*\*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

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



*\*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.*

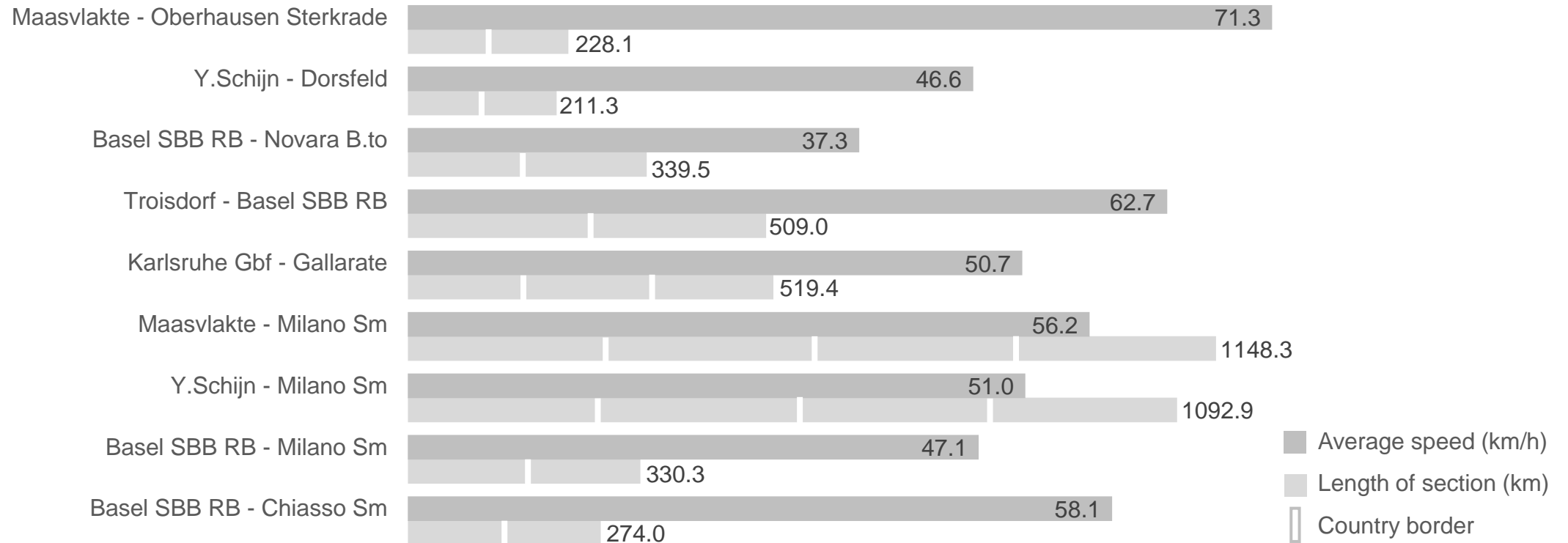
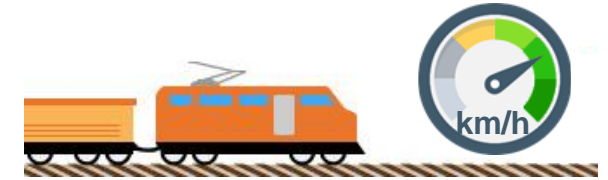
For TT 2025



# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

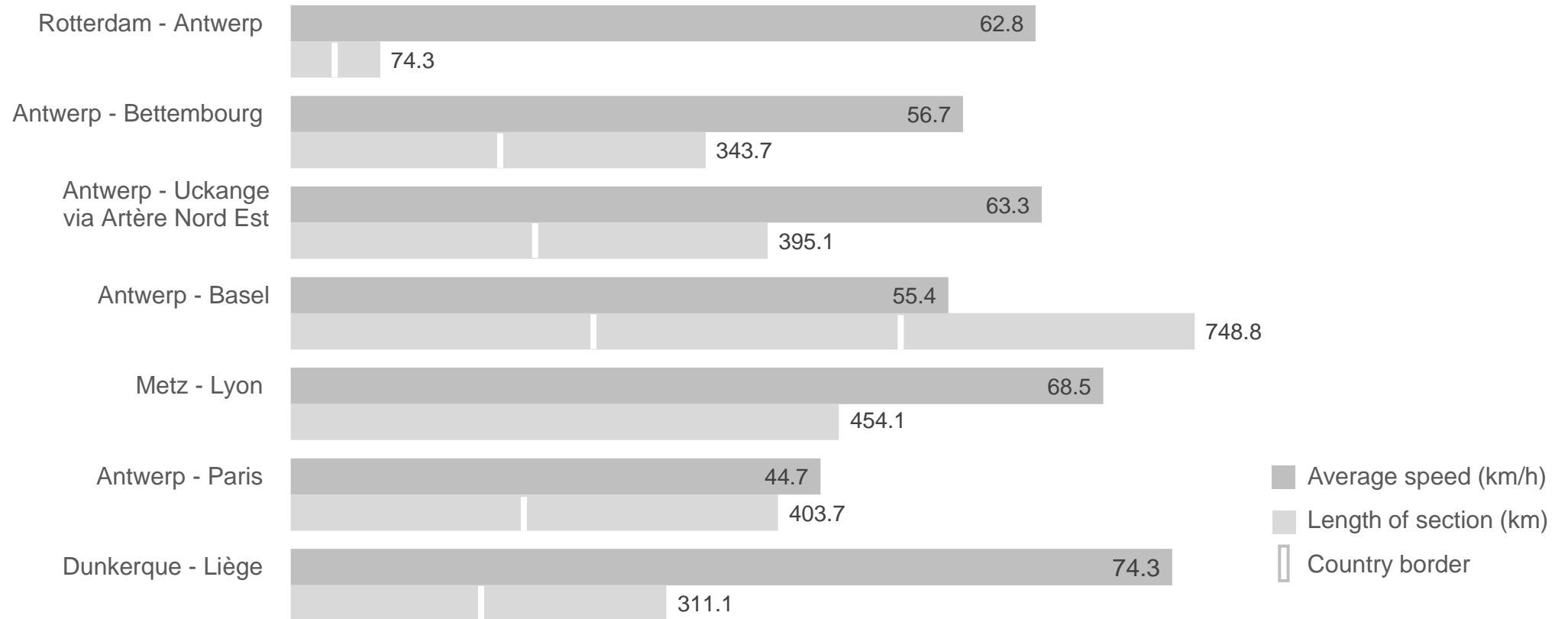
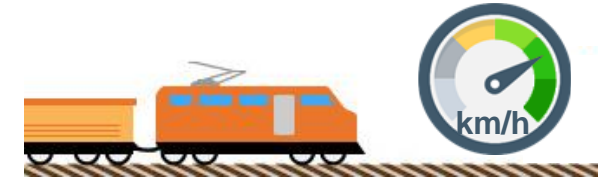


*\*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.*

# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

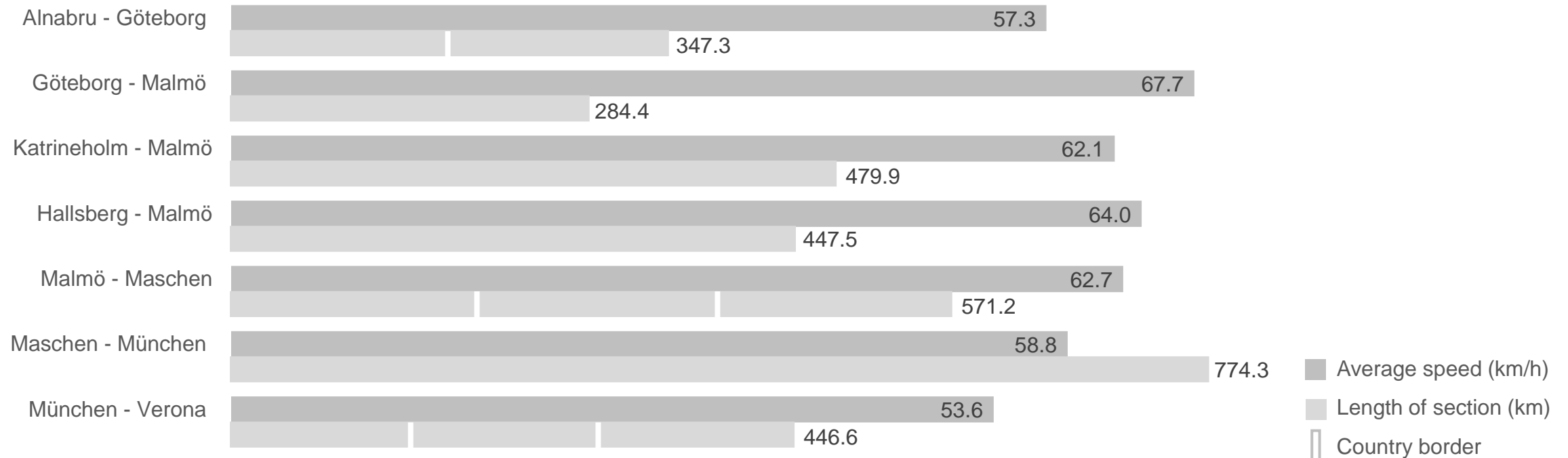
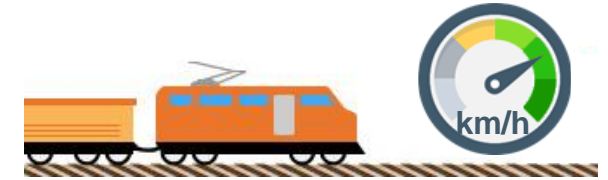


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# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

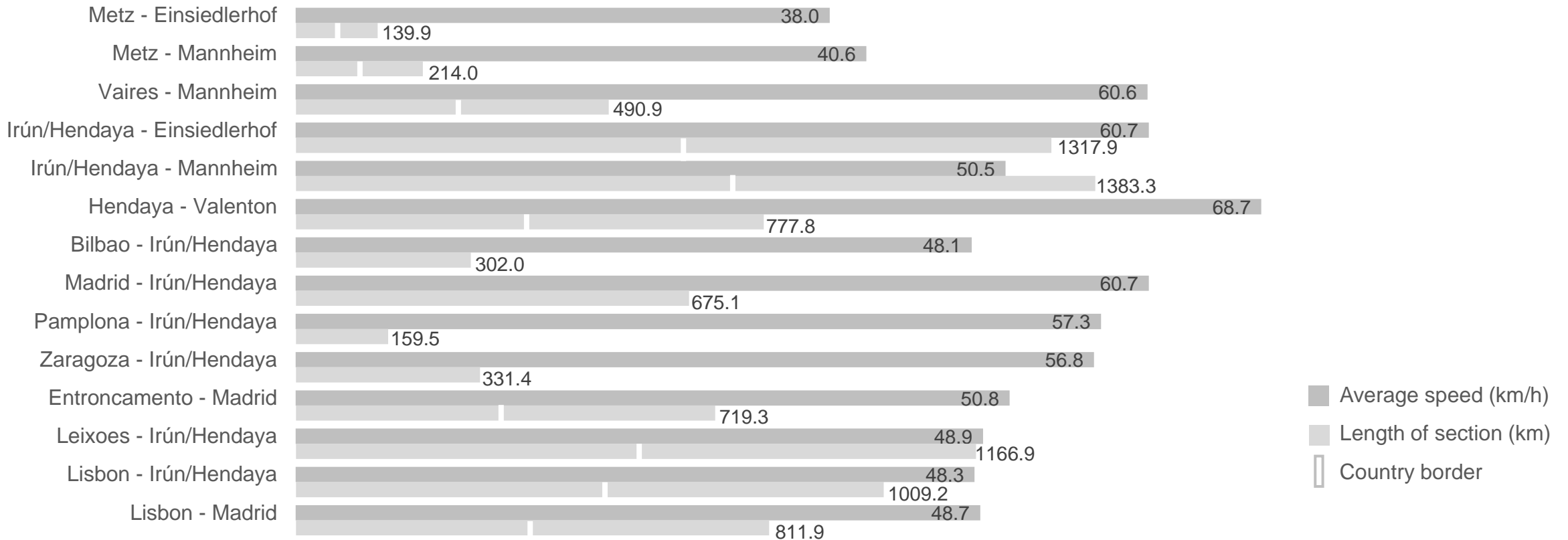
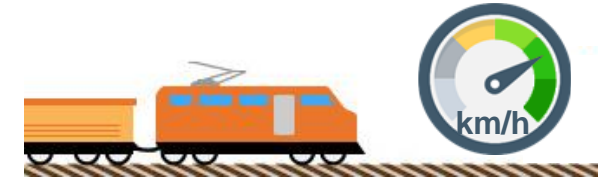


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# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

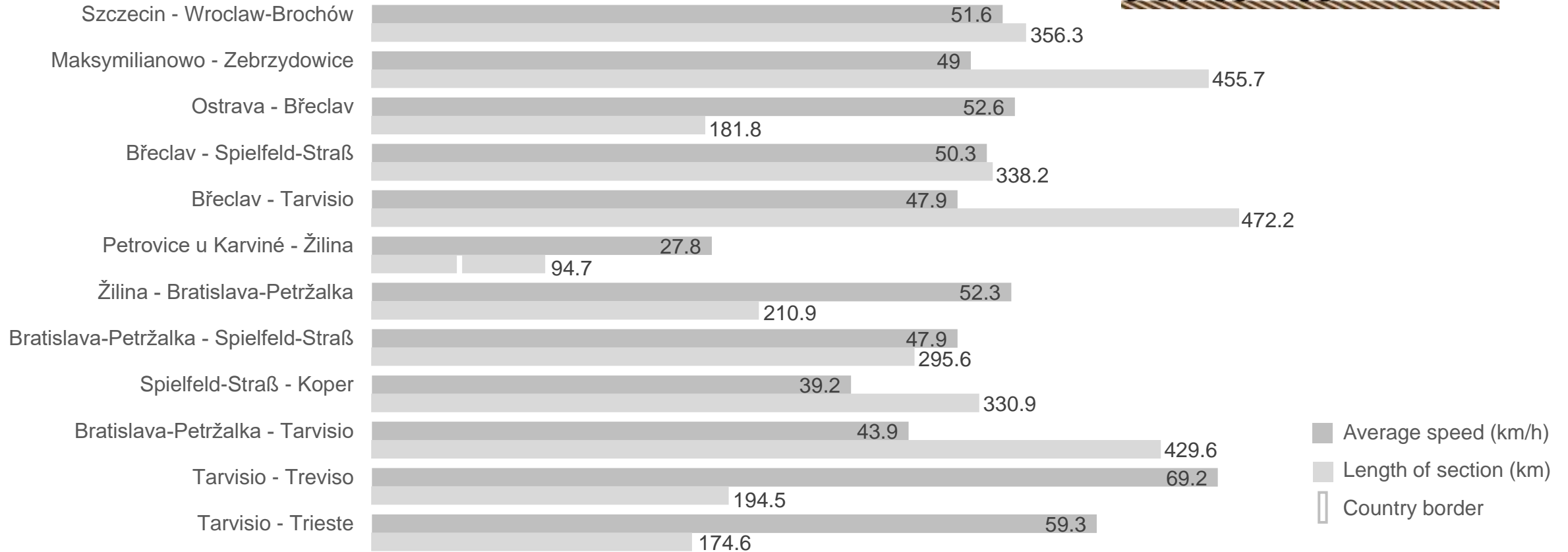
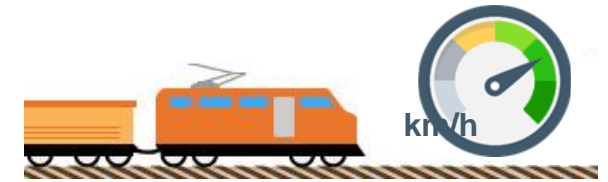


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# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

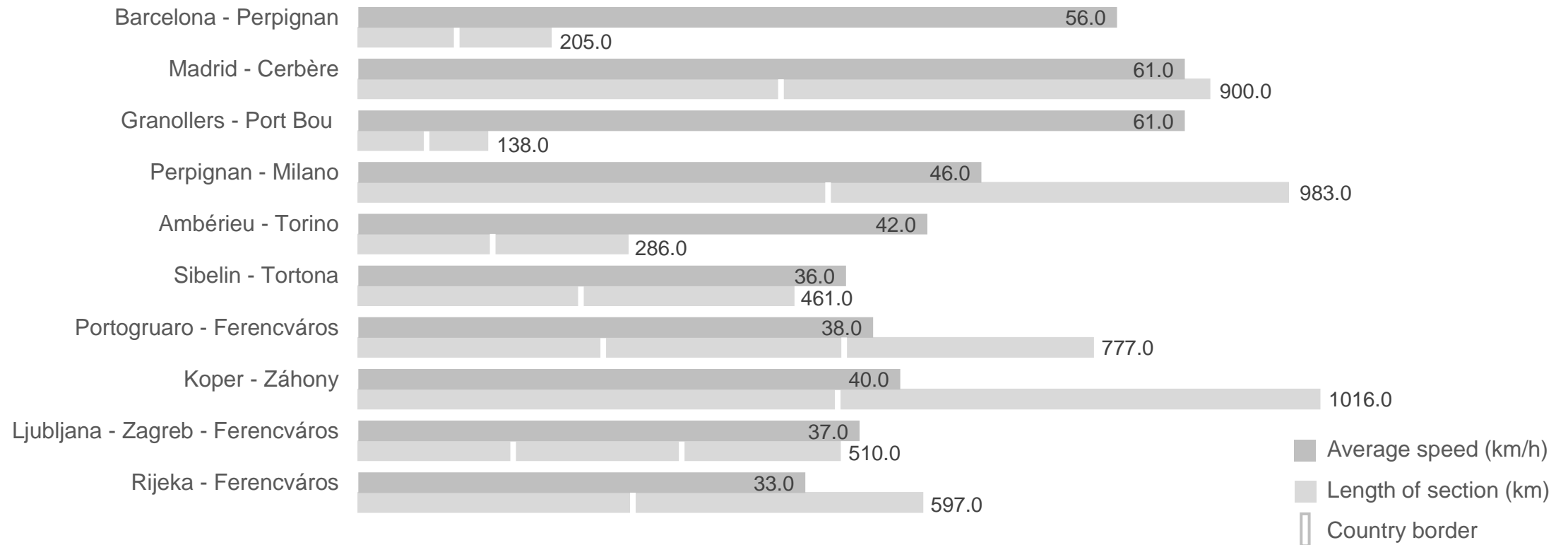
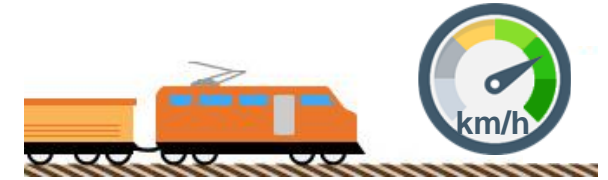


*\*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.*

# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

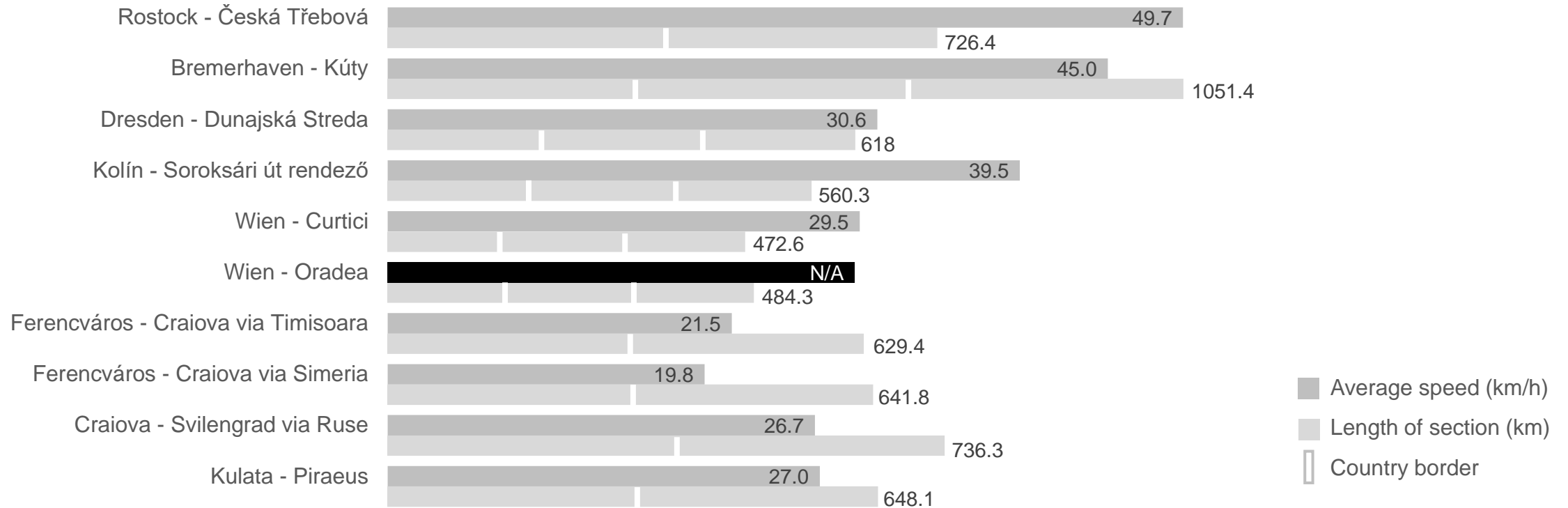
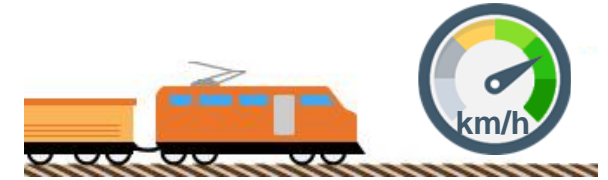


*\*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.*

# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

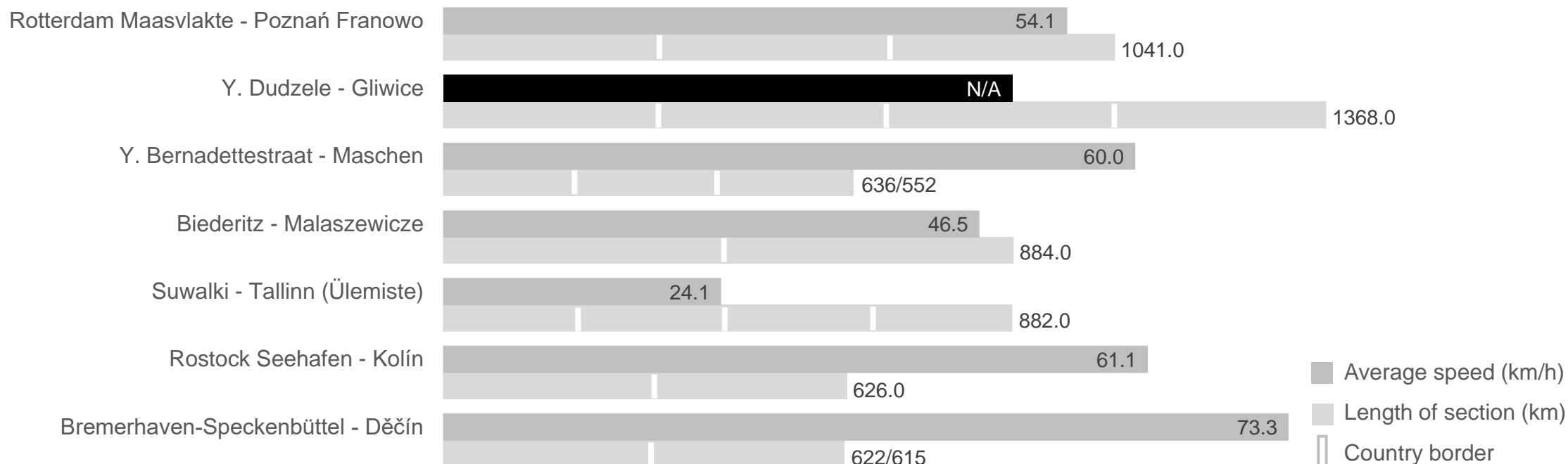
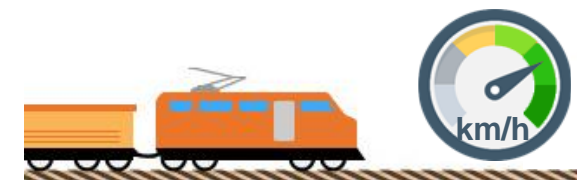


\*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.

# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)



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

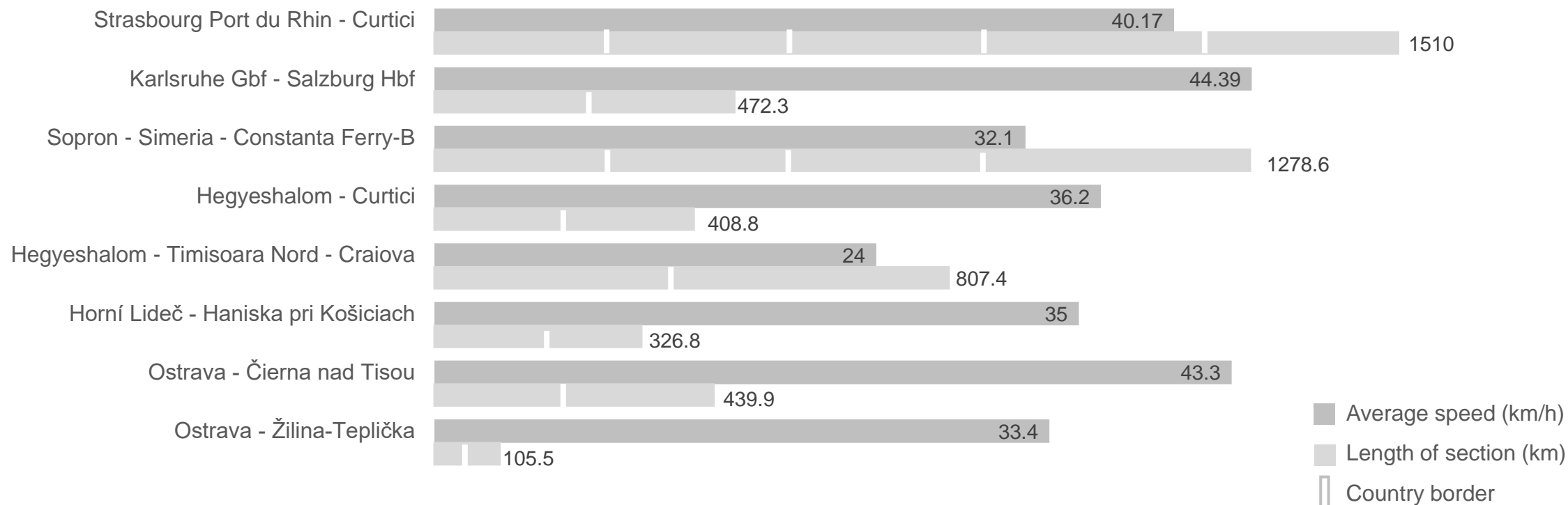
*\* Suwalki – Tallinn (Ülemiste) include the reloading time (~ 6 hours) in Palemonas.*



# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

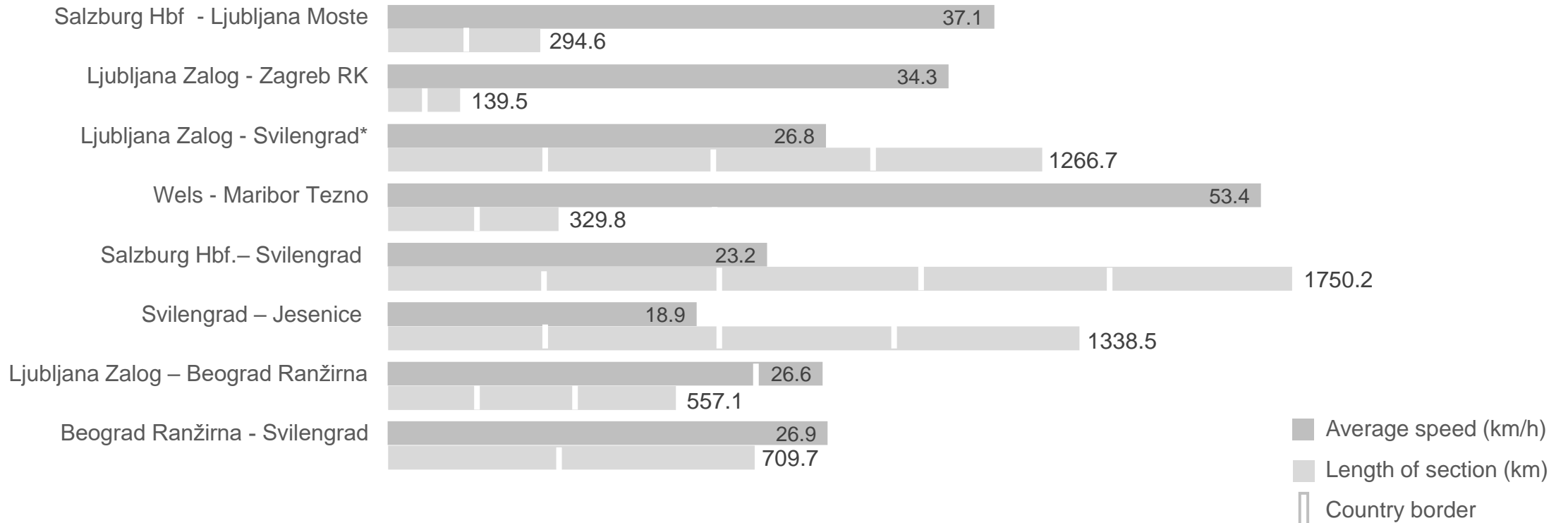
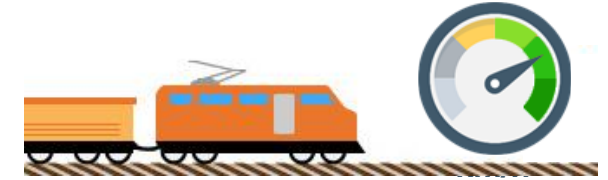


*\*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.*

# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)



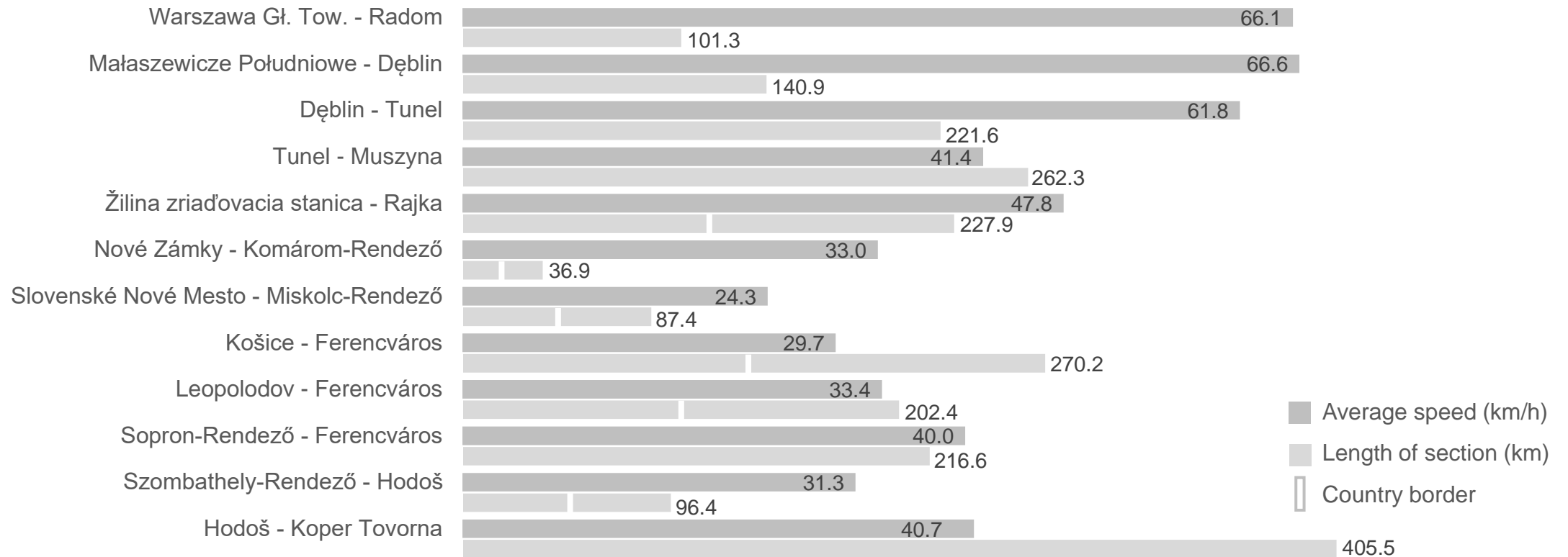
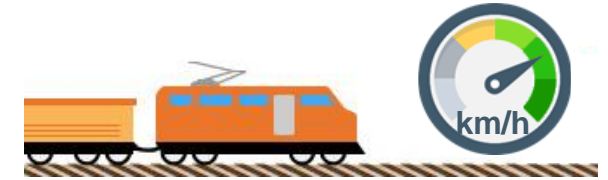
\*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.

\*\* 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

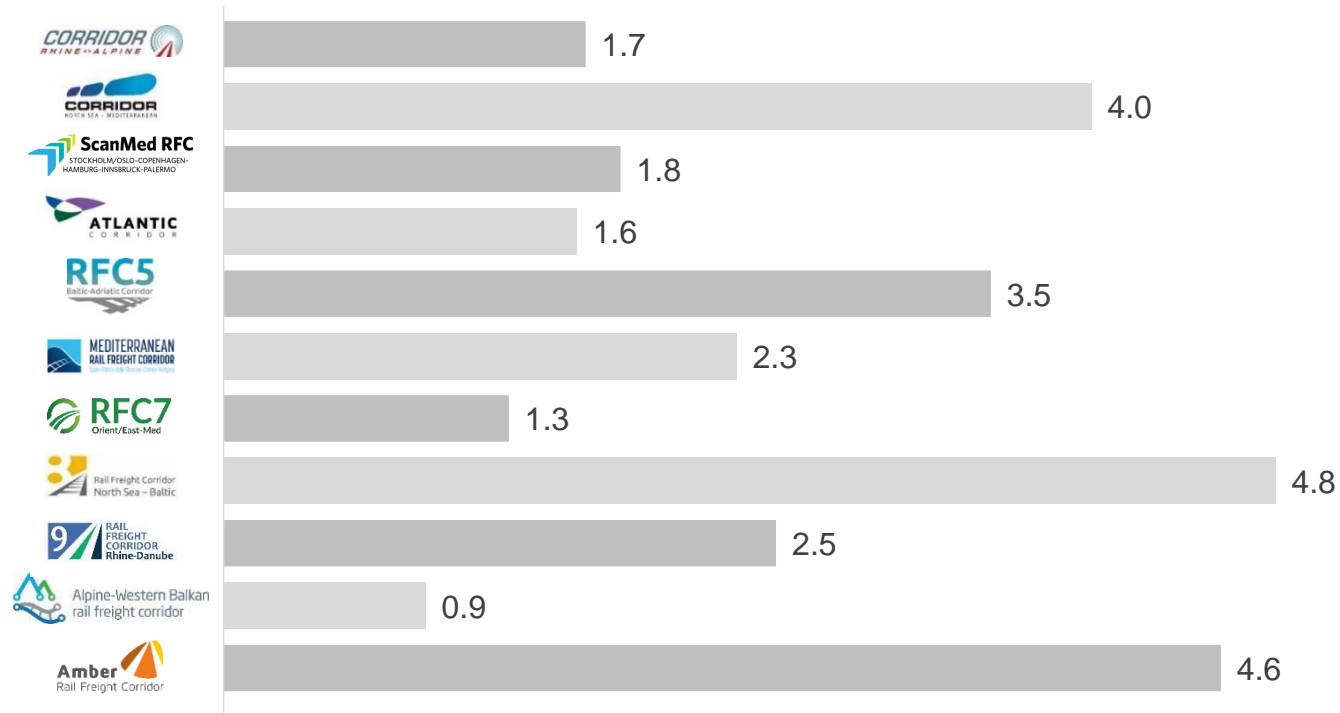
(calculation per O/D pairs)



*\*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)



*\*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.*

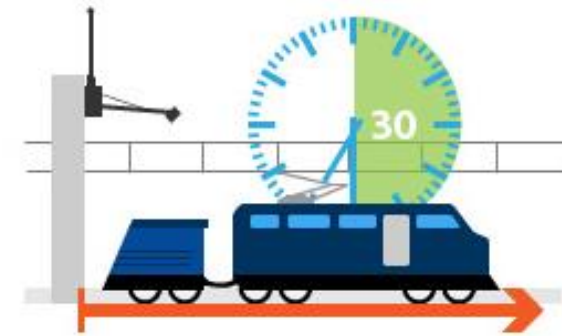
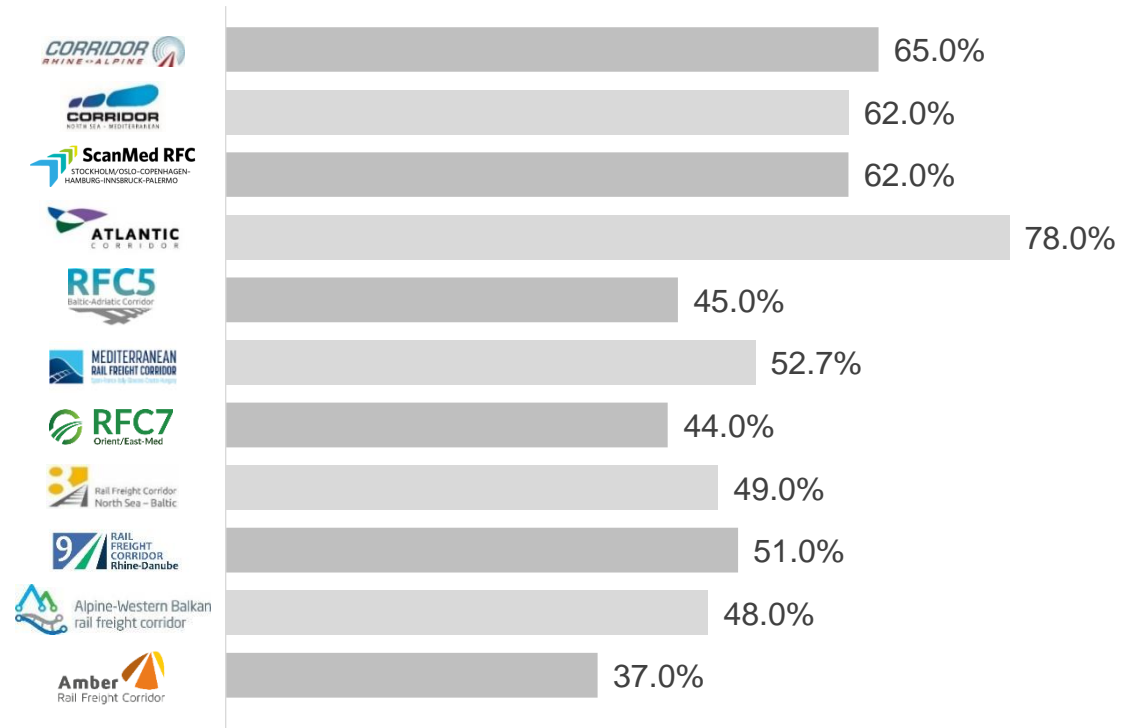
For TT 2024

# **KPIs OPERATIONS & MARKET DEVELOPMENT**

**for 2023** *(publication year 2024)*

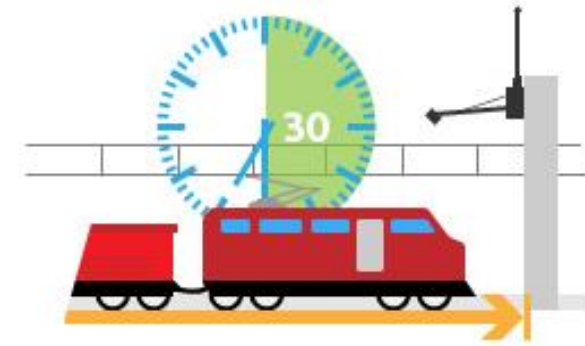
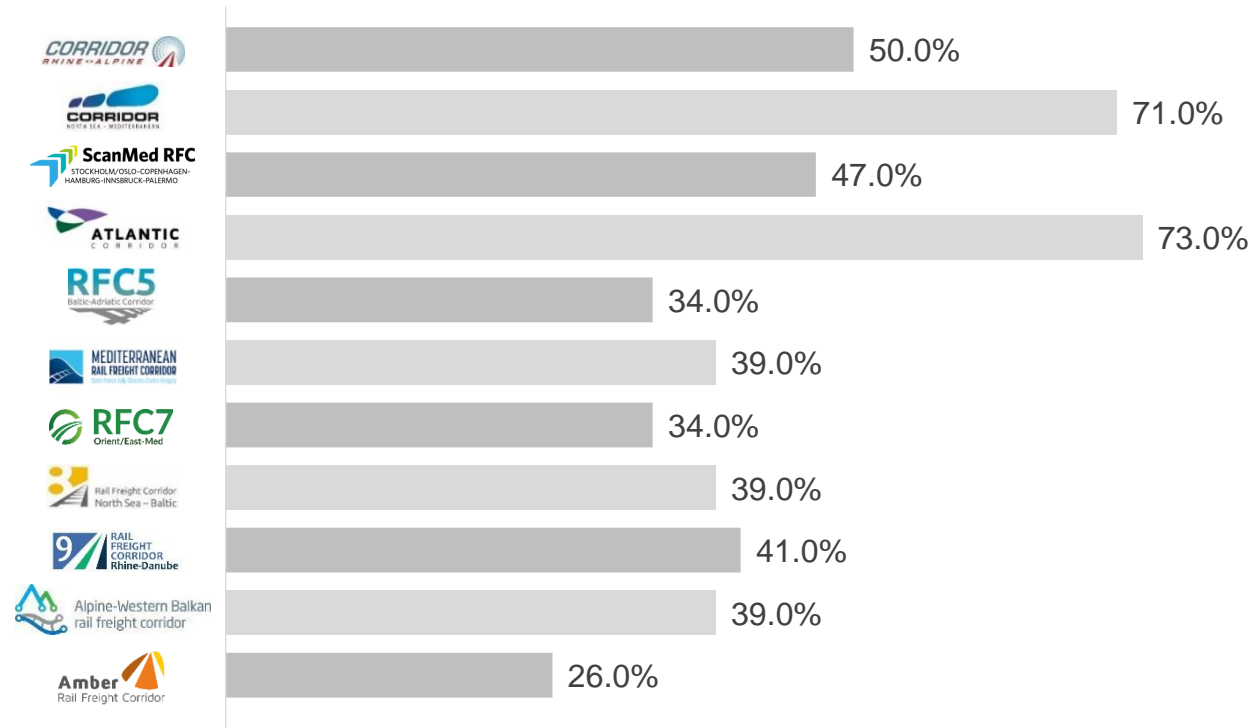
# OPERATIONS

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



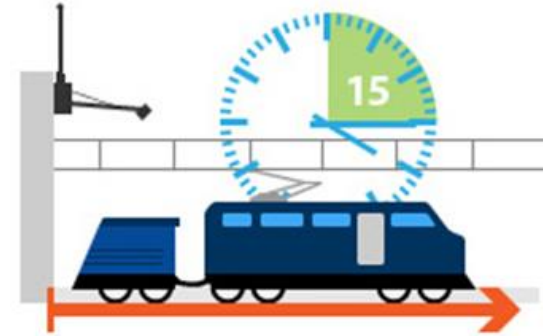
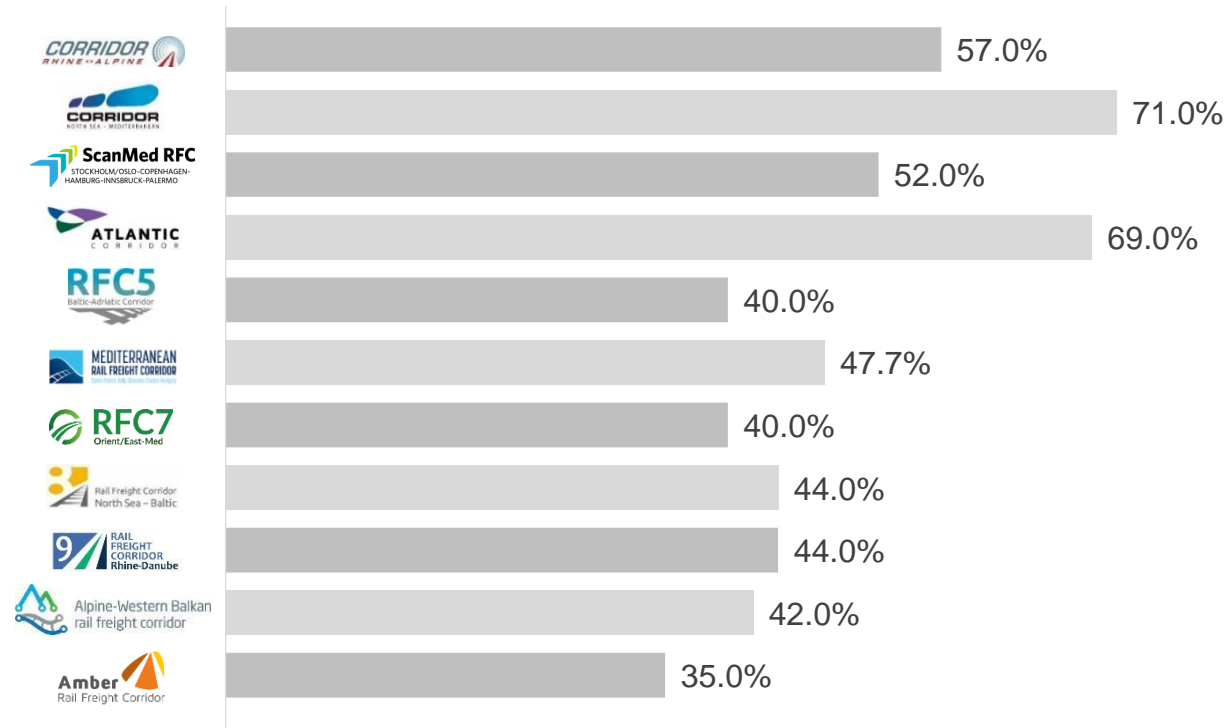
# OPERATIONS

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



# OPERATIONS

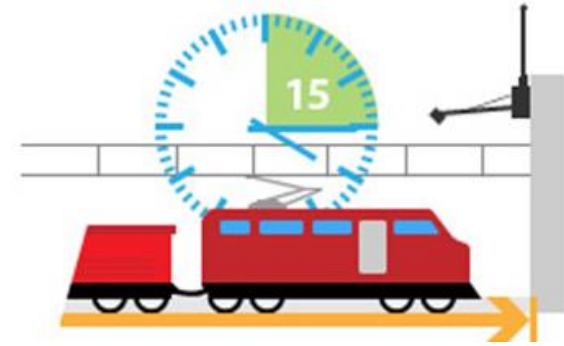
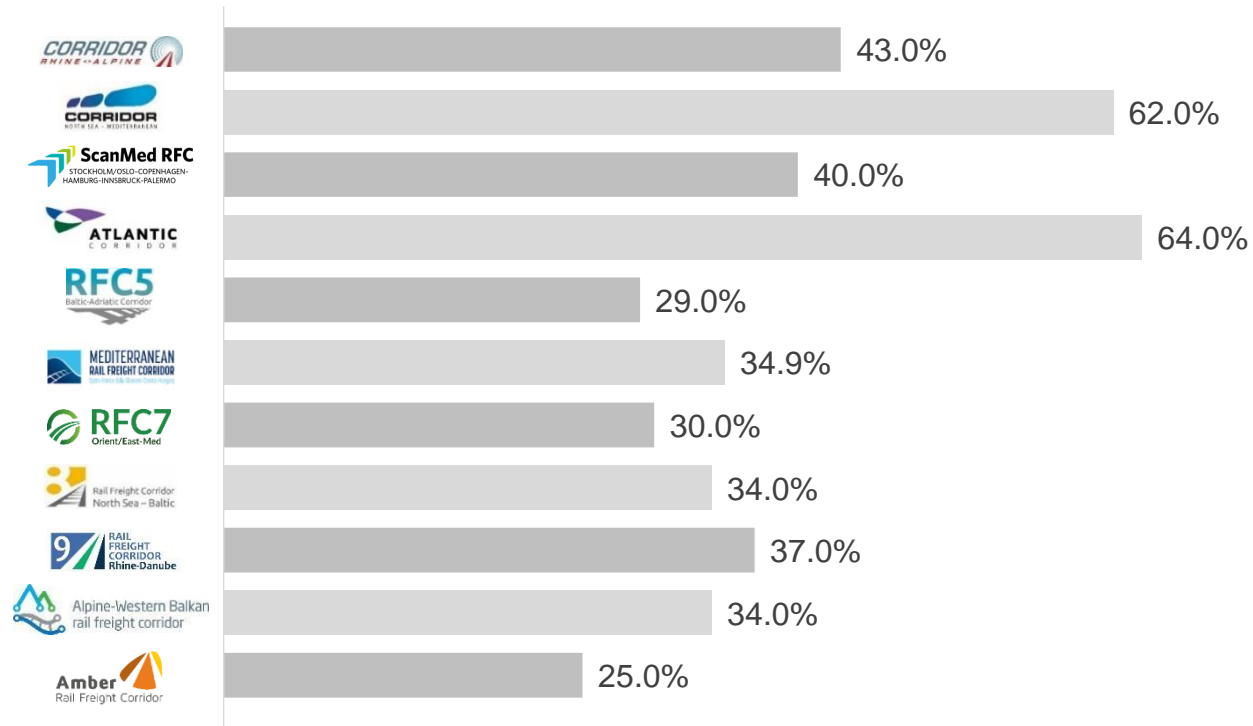
## Punctuality at origin (RFC entry) (delay ≤ 15 minutes)





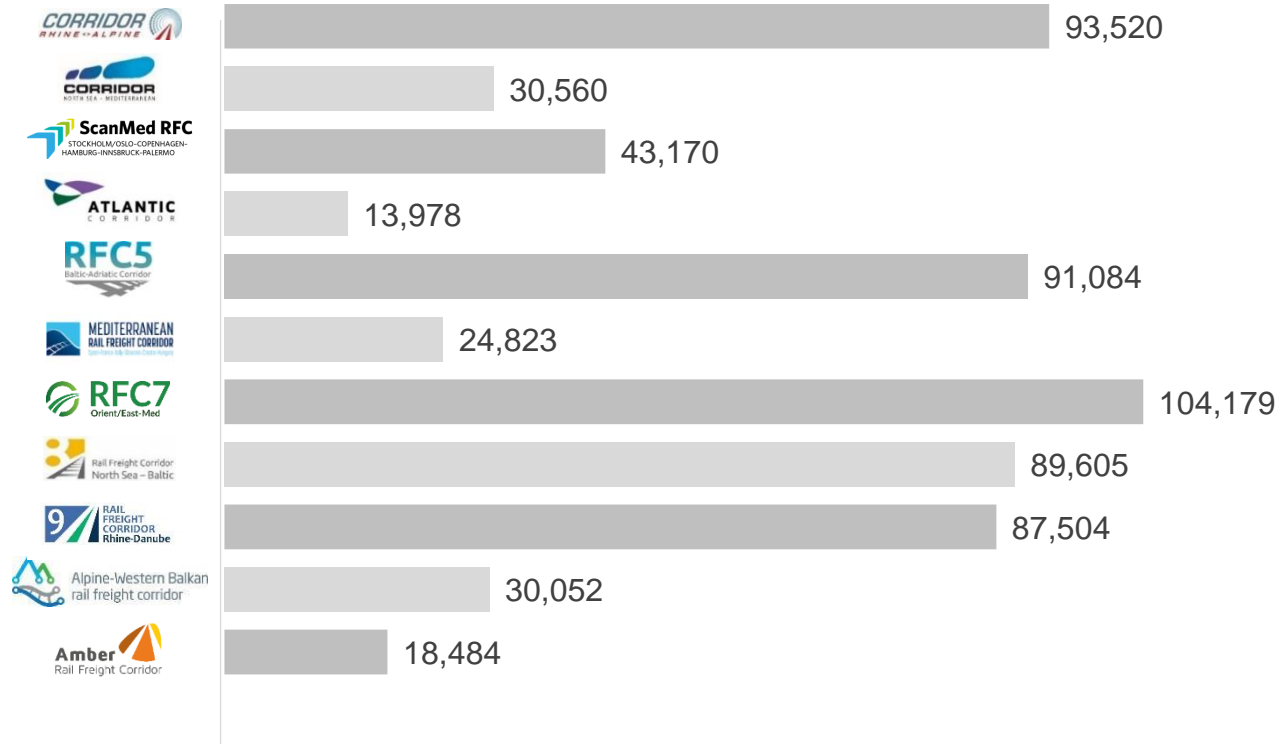
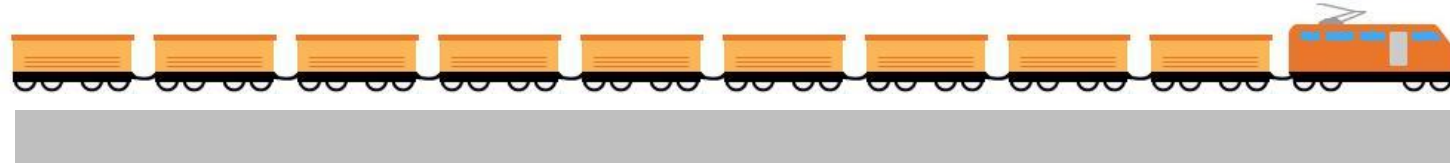
# OPERATIONS

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



# OPERATIONS

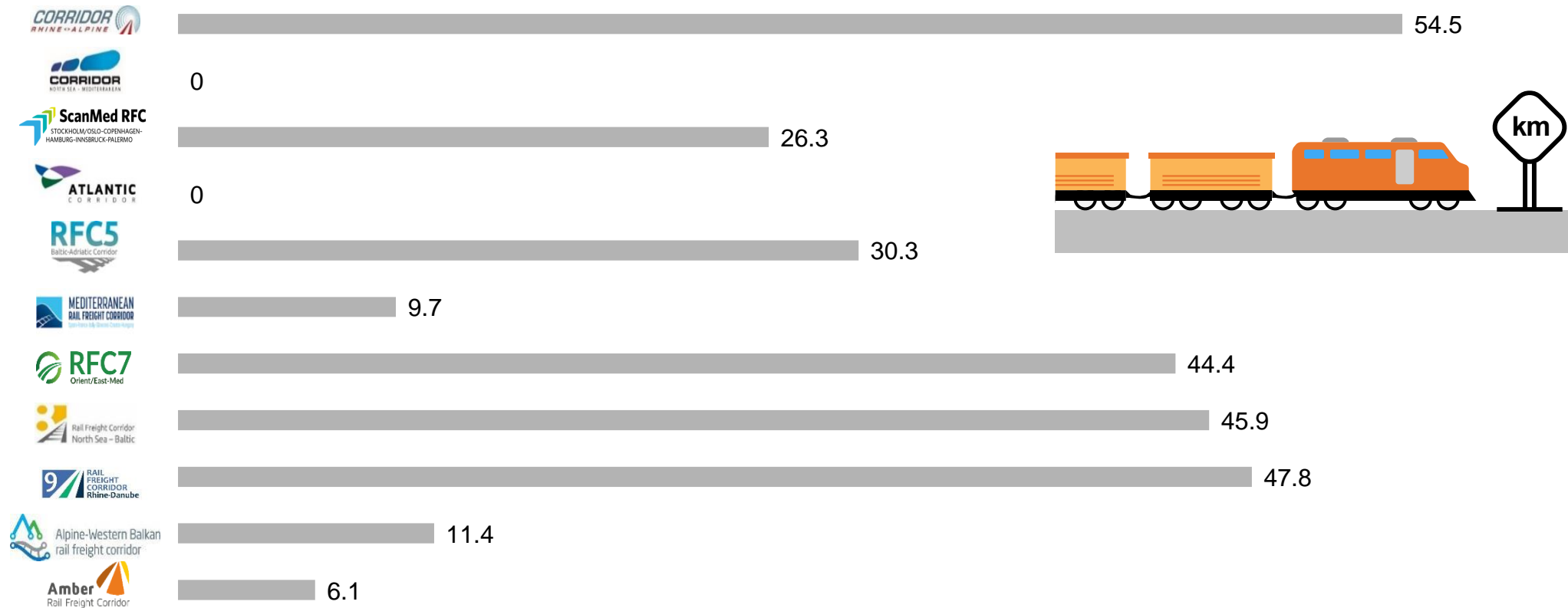
## Number of trains crossing a border along the RFC\* 2023



\*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.

# OPERATIONS

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



\*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

# 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

\*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 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

\*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 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

\*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. 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

\*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.)
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

\*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 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.

# 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

<b>Border</b>	<b>Avg. planned dwell (min.)</b>	<b>Avg. real dwell (min.)</b>
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

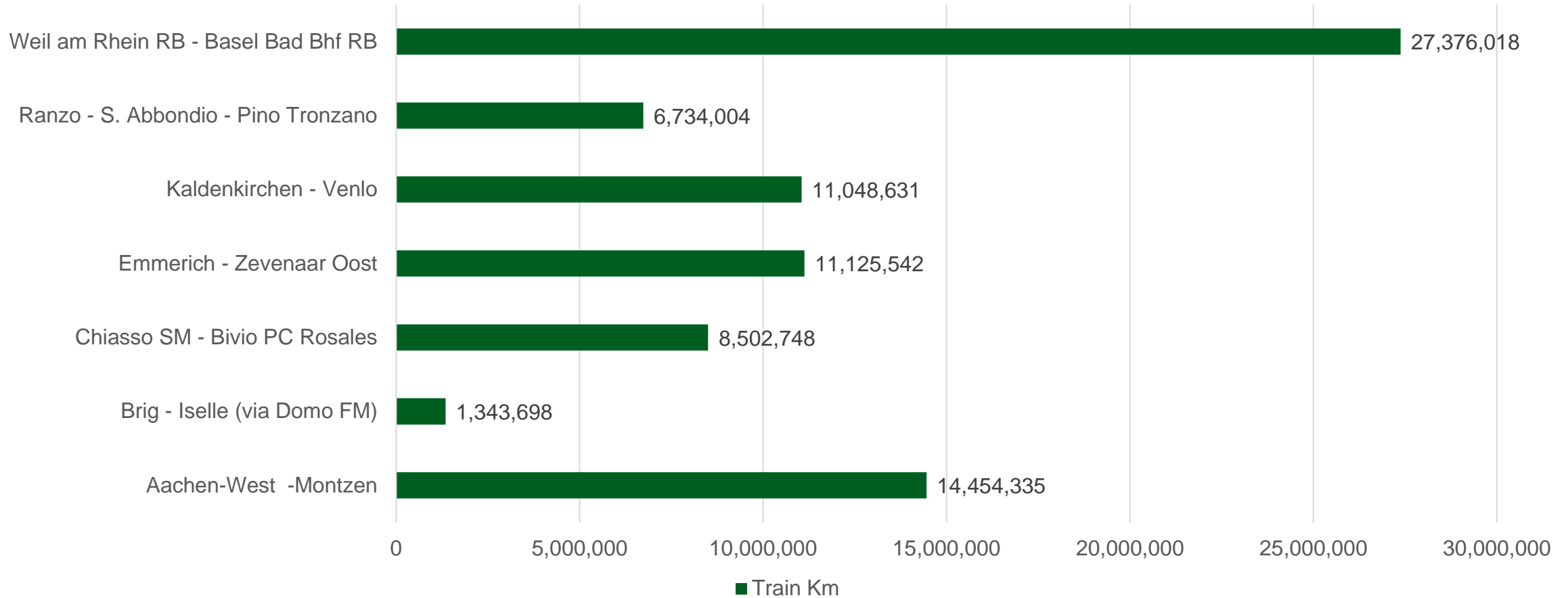
## Dwell times in border sections (planned and clean/real) 2023

<b>Border</b>	<b>Avg. planned dwell (min.)</b>	<b>Avg. real dwell (min.)</b>
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

\*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

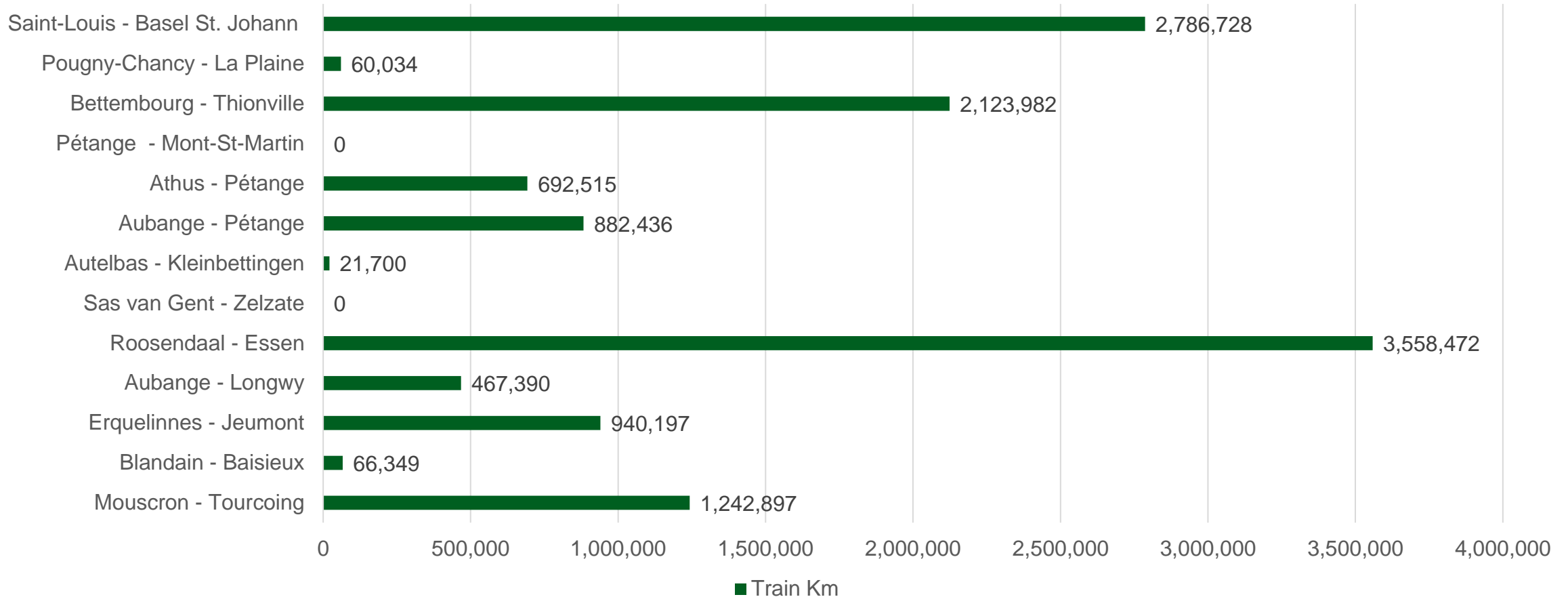


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# MARKET DEVELOPMENT

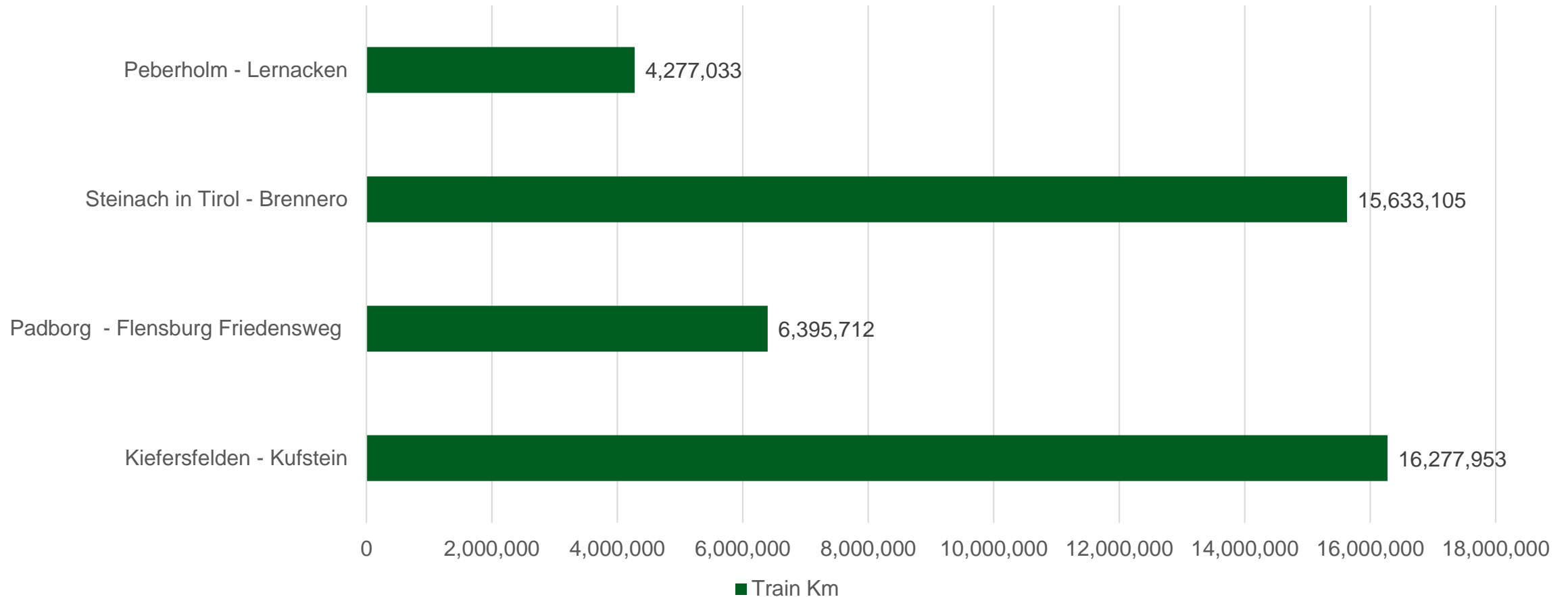
## Train kilometers of trains per border 2023



\*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

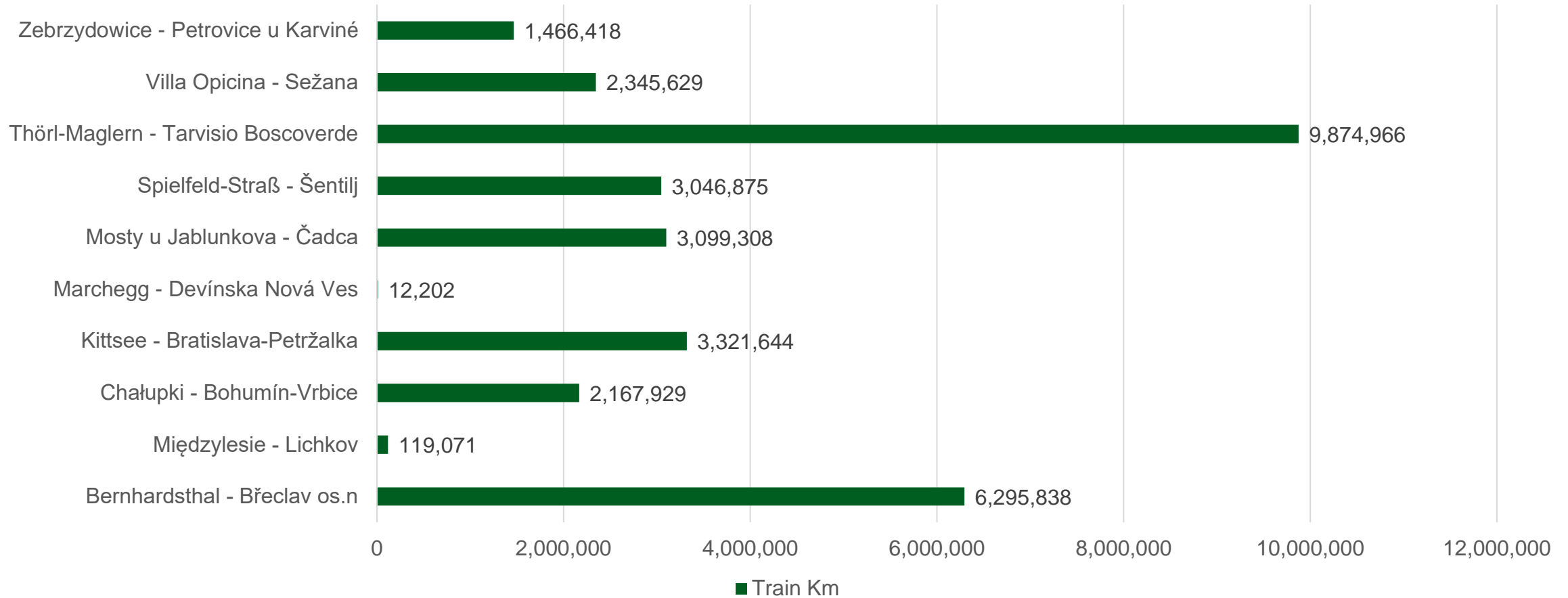
## Train kilometers of trains per border 2023



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# MARKET DEVELOPMENT

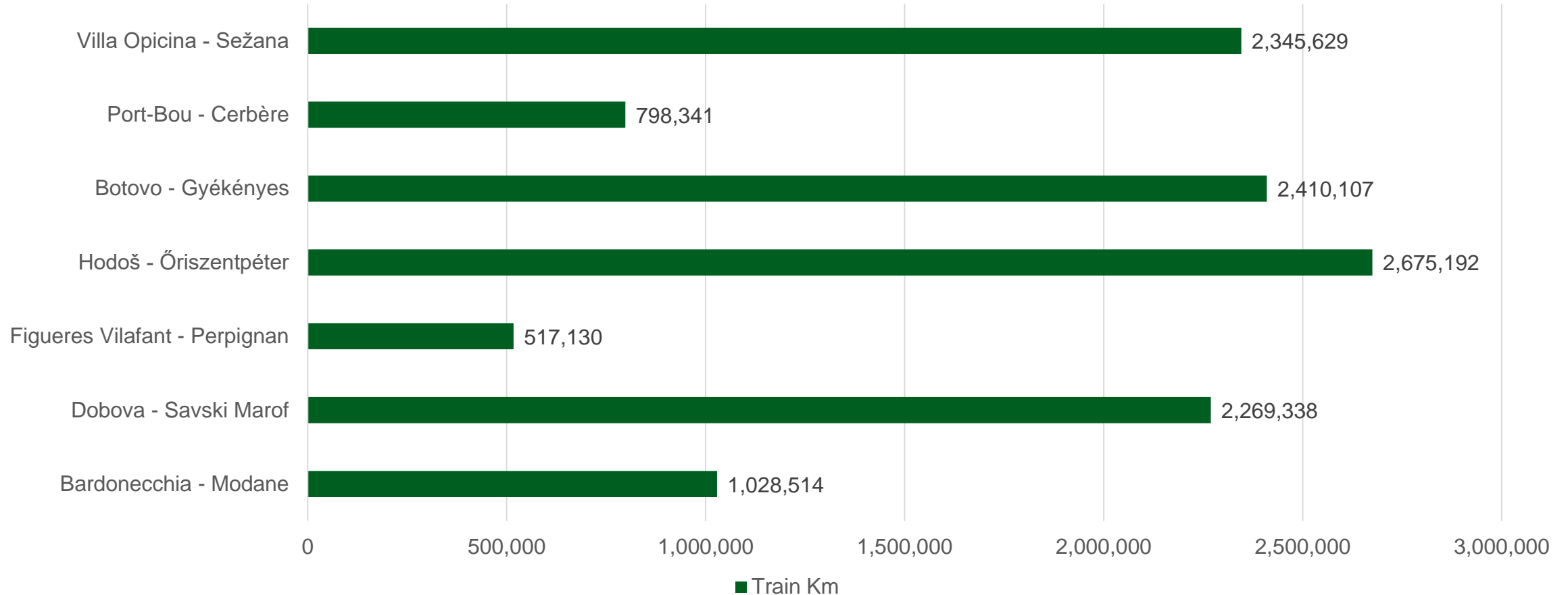
## Train kilometers of trains per border 2023



\*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

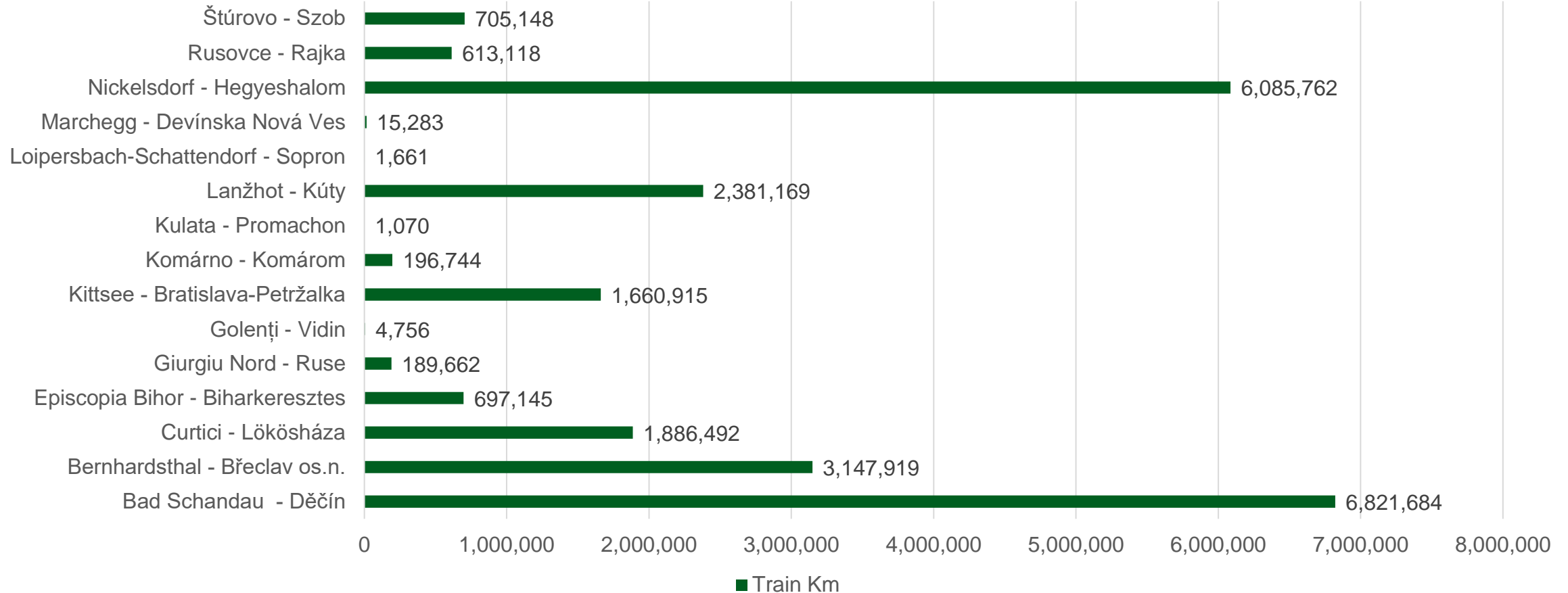
## Train kilometers of trains per border 2023



\*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

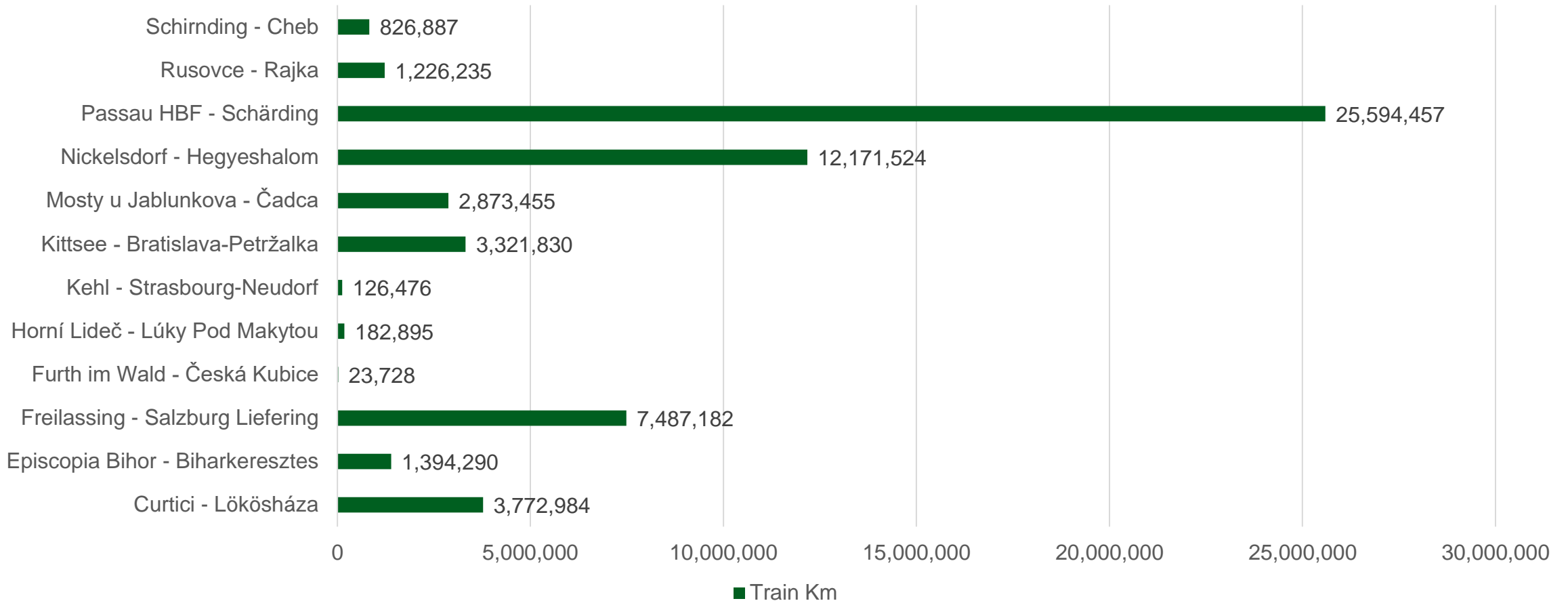
## Train kilometers of trains per border 2023



\*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.

# MARKET DEVELOPMENT

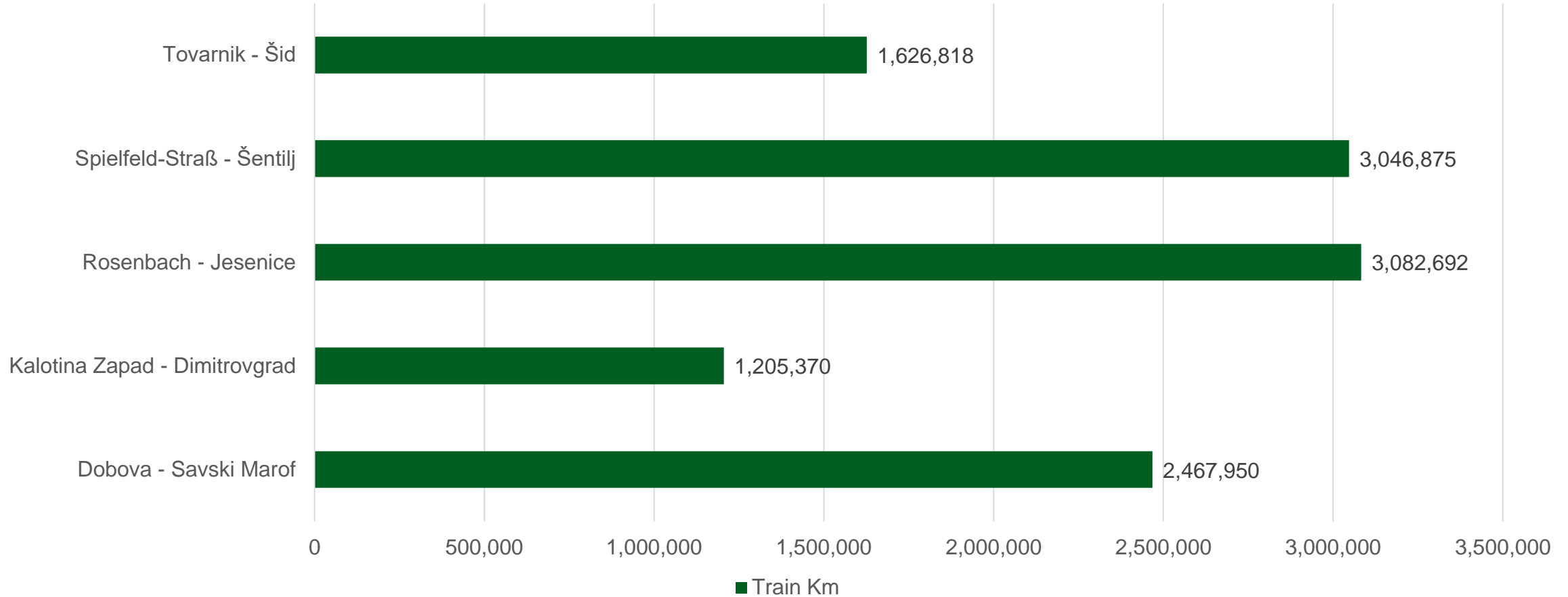
## Train kilometers of trains per border 2023



\*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

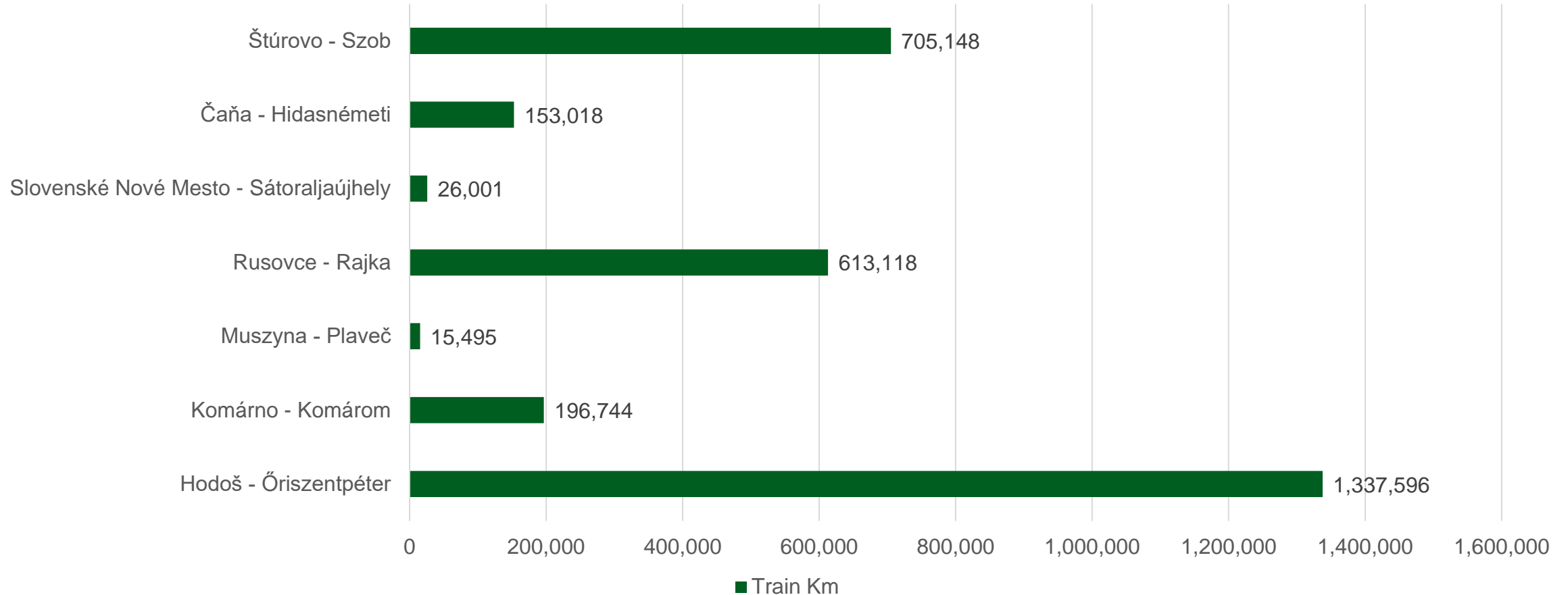
## Train kilometers of trains per border 2023



\*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



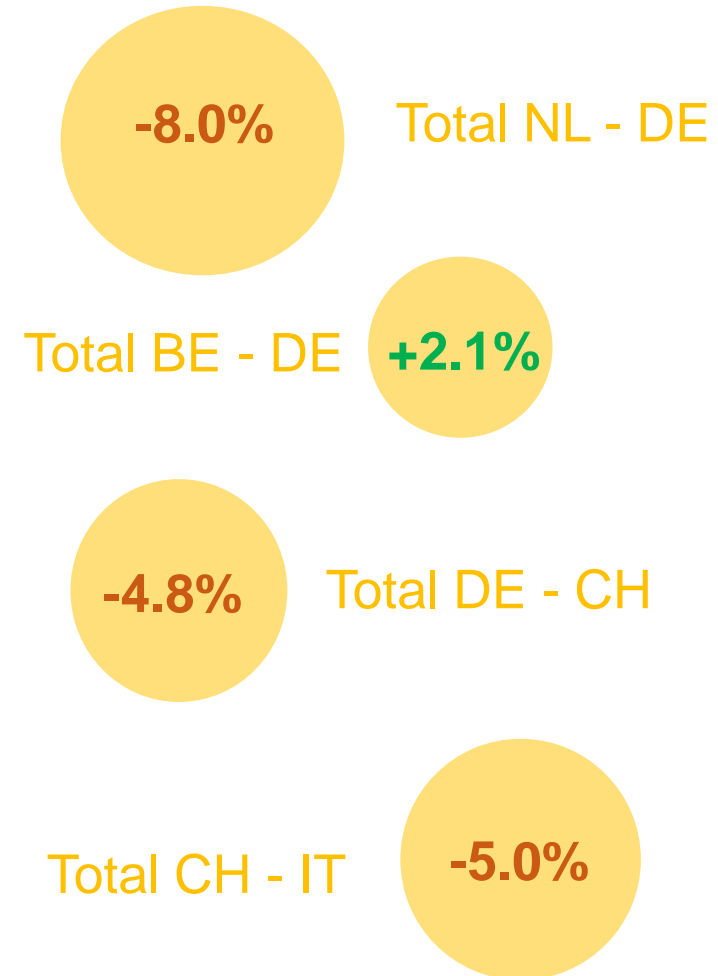
\*The calculation of this KPI is based on the data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation. The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs.



# MARKET DEVELOPMENT

## Number of trains per border\*

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



\*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	<b>8,230</b>
Total BE - LU:	2,229	2,063	<b>2,190</b>
Total LU - FR:	5,966	5,842	<b>5,394</b>
Total BE - FR:	13,816	11,634	<b>10,586</b>

-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	<b>1,438</b>
Lernacken:	6,965	7,457	<b>6,528</b>
Padborg/Flensburg:	9,116	9,209	<b>9,054</b>
Kufstein:	25,960	24,768	<b>22,261</b>
Brenner/Brennero:	19,866	20,458	<b>18,551</b>

+2.64%

Kornsjø

Lernacken

-12.45%

-1.68%

Padborg/Flensburg

Kufstein

-10.12%

-9.32%

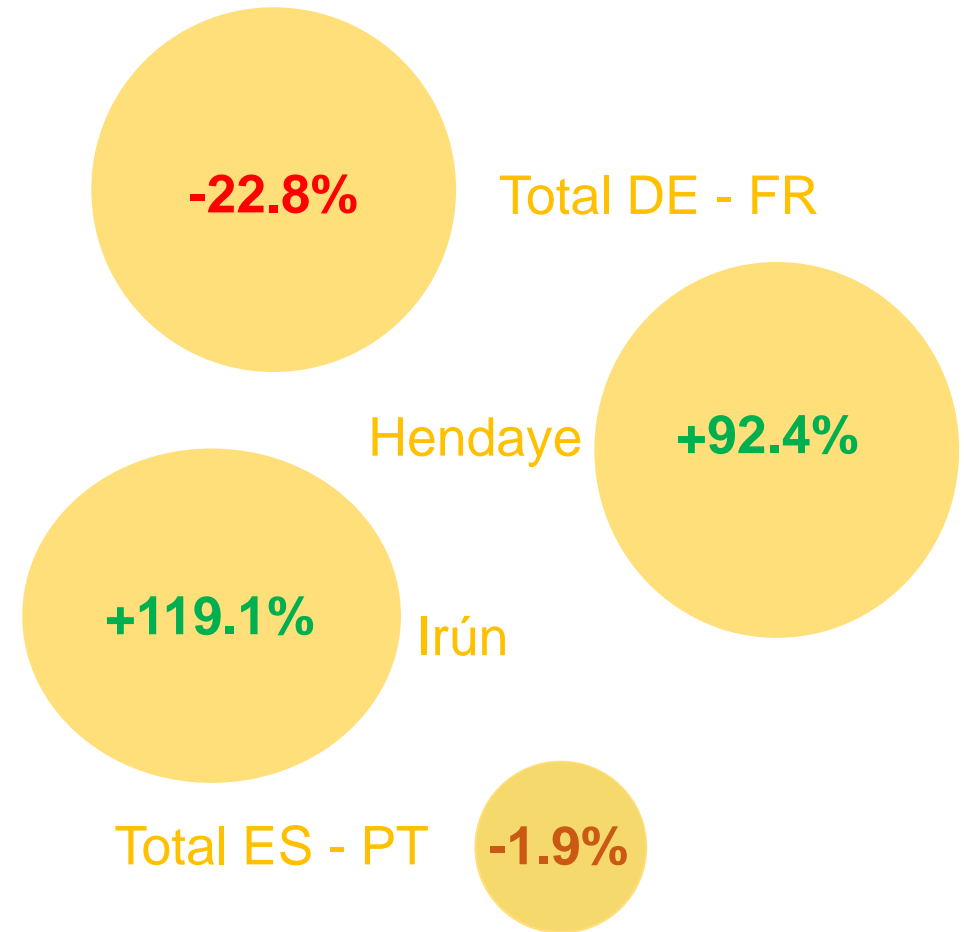
Brenner/Brennero

\*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	<b>8,432</b>
Hendaye:	1,812	1,187	<b>2,284</b>
Irún:	2,465	1,135	<b>2,487</b>
Total ES - PT:	2,468	2,393	<b>2,347</b>

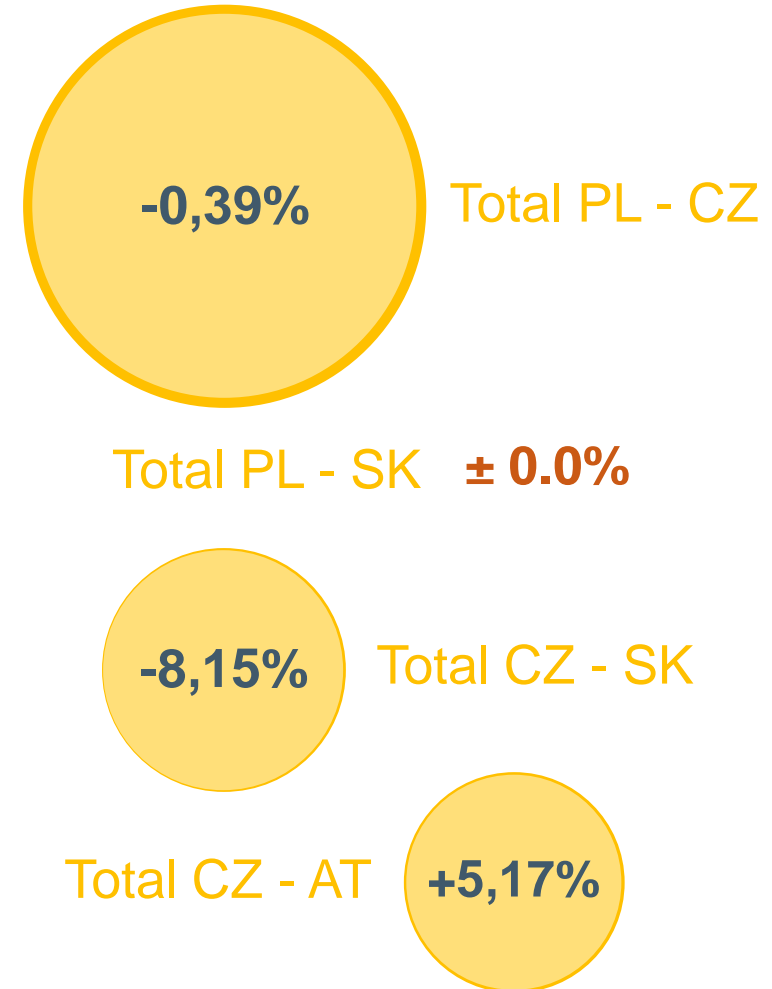


\*The calculation of this KPI is based mainly on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

# MARKET DEVELOPMENT

## Number of trains per border - Part 1\*

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

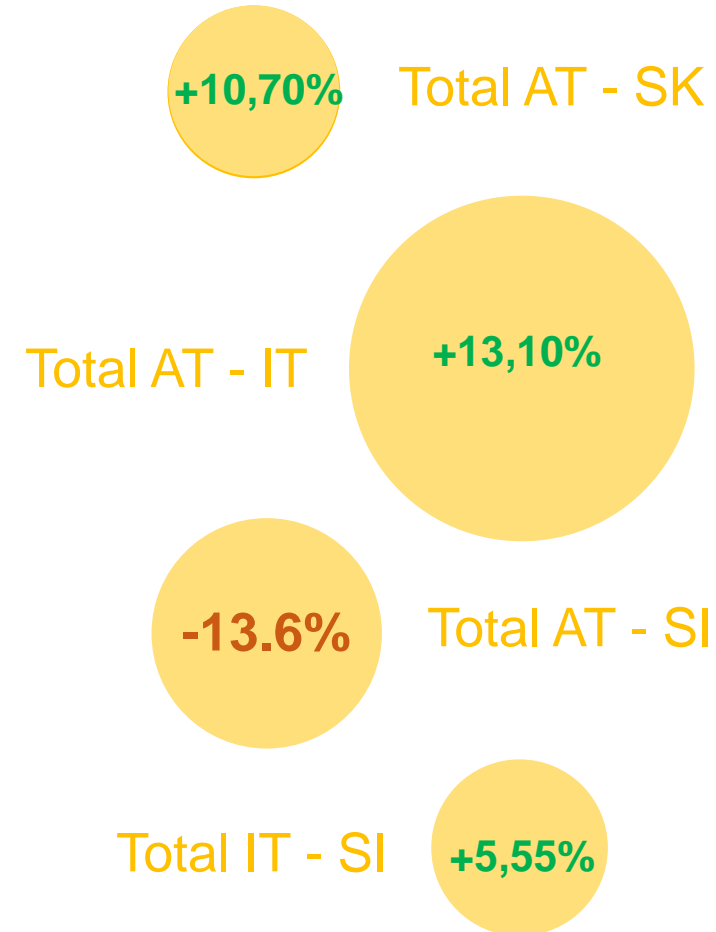


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# MARKET DEVELOPMENT

## Number of trains per border - Part 2\*

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

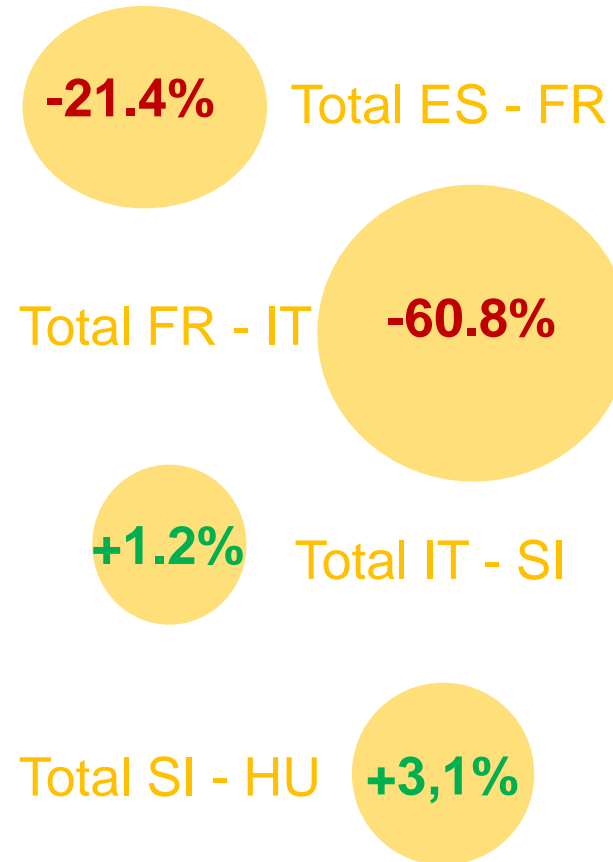


\*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

# 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



\*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\*

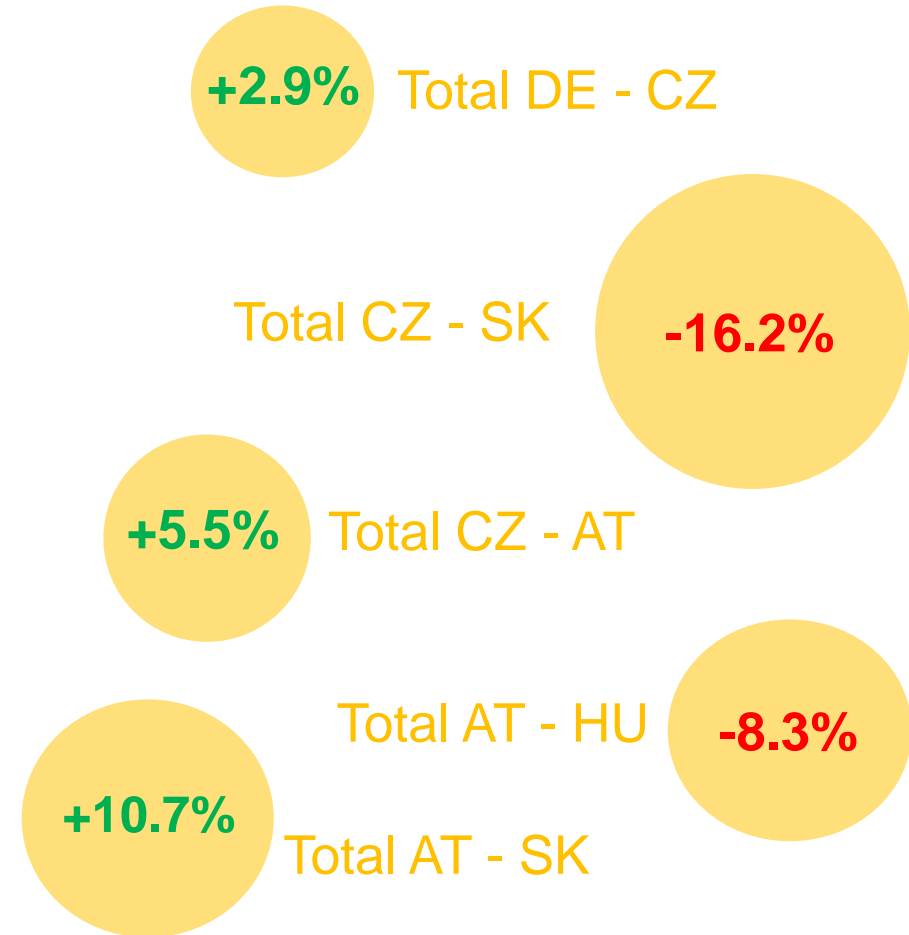
	2021	2022	2023	
Total SI - HR:	7,161	7,058	<b>8,009</b>	+13.5% Total SI - HR
Total HR - HU:	7,091	6,008	<b>6,741</b>	Total HR - HU +12.2%

\*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	<b>27,447</b>
Total CZ - SK:	18,880	16,688	<b>13,992</b>
Total CZ - AT:	11,816	12,027	<b>12,692</b>
Total AT - HU:	20,289	20,634	<b>18,917</b>
Total AT - SK:	8,714	8,749	<b>9,685</b>

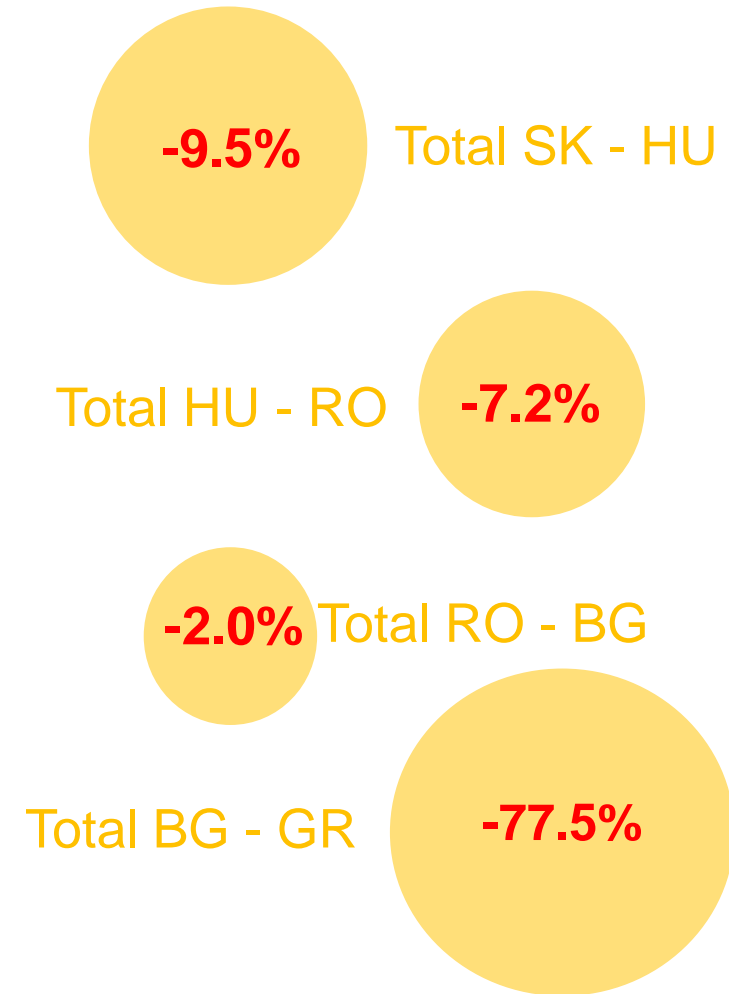


\*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

# MARKET DEVELOPMENT

## Number of trains per border - Part 2\*

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



\*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:	8,523	8,465	<b>6,720 (Essen – Roosendaal)</b> <b>1,510*** (Sas van Gent – Zelzate)</b>		<b>-21%</b> Total NL - BE
Total BE - DE:	23,446	21,777	<b>22,232</b>	<b>+2.1%</b> Total BE - DE	
Total NL – DE**:	46,175	49,572	<b>46,187</b>		Total NL - DE
Total DE - CZ:	28,737	26,675	<b>27,447</b>	<b>+2.9%</b> Total DE - CZ	<b>-6,8%</b>

\*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.

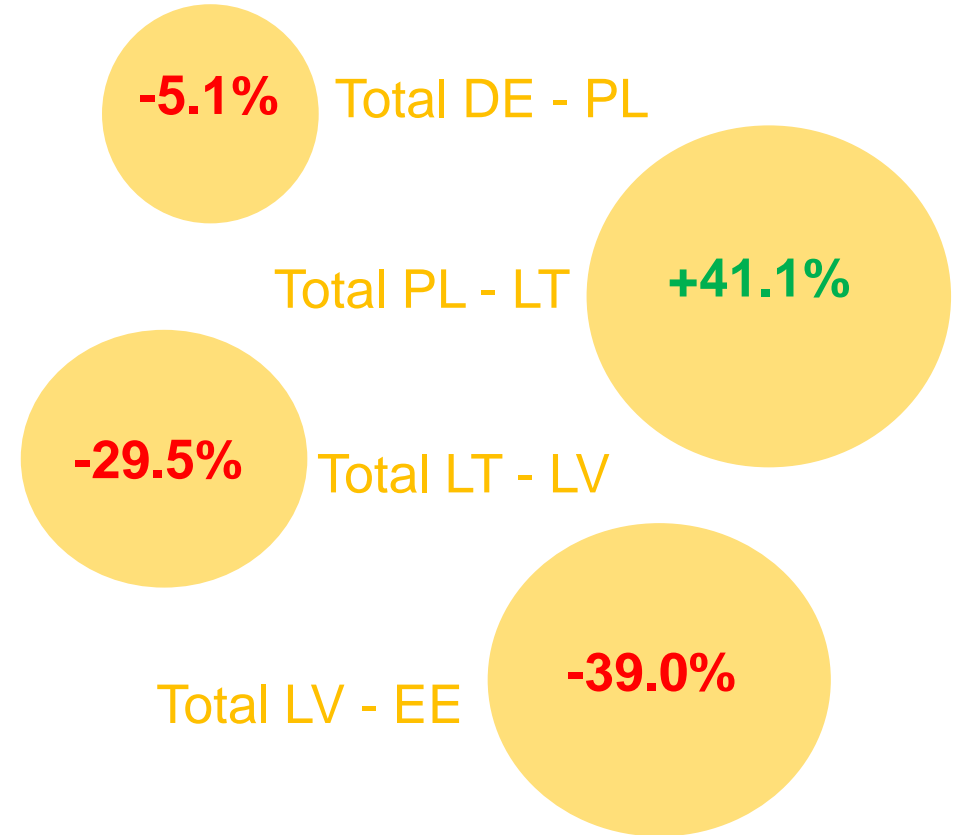
\*\*NL-DE: Trains at Venlo-Kaldenkirchen are measured for this KPI as North Sea-Baltic trains can be re-routed using this border-pair.

\*\*\*Sas van Gent – Zelzate: This border pair was measured first time in 2023 (onwards) and is not comparable to previous years.

# MARKET DEVELOPMENT

## Number of trains per border - Part 2\*

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

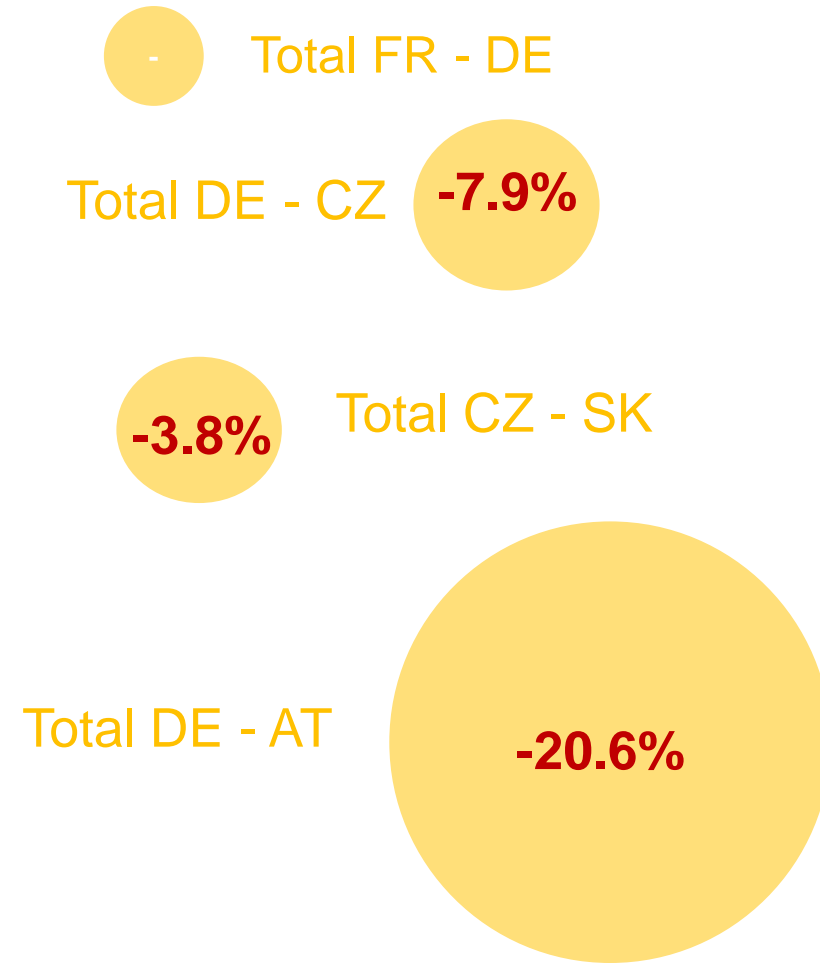


\*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

# 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

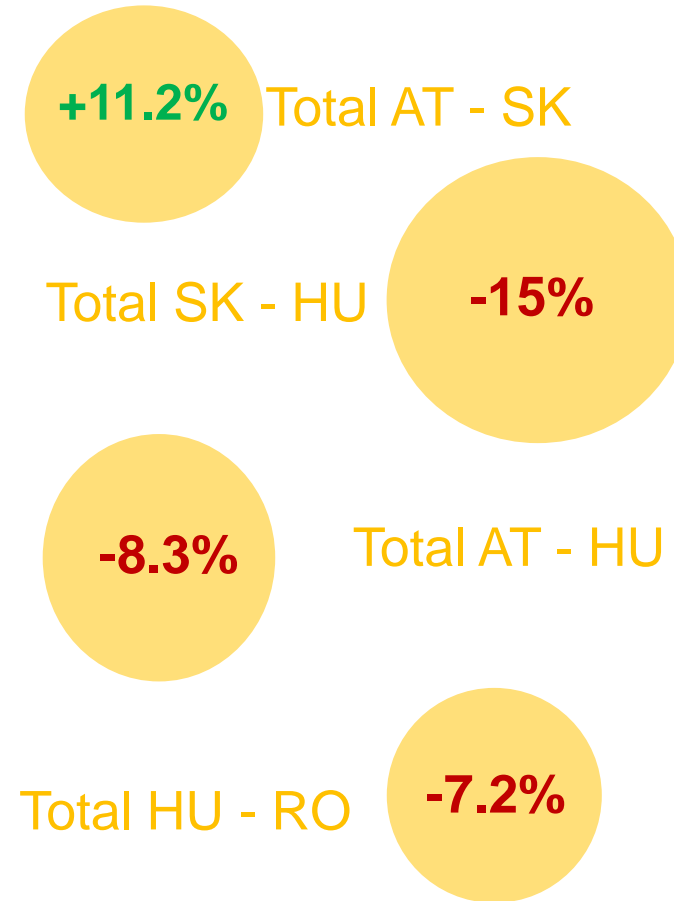


\*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

# MARKET DEVELOPMENT

## Number of trains per border - Part 2\*

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

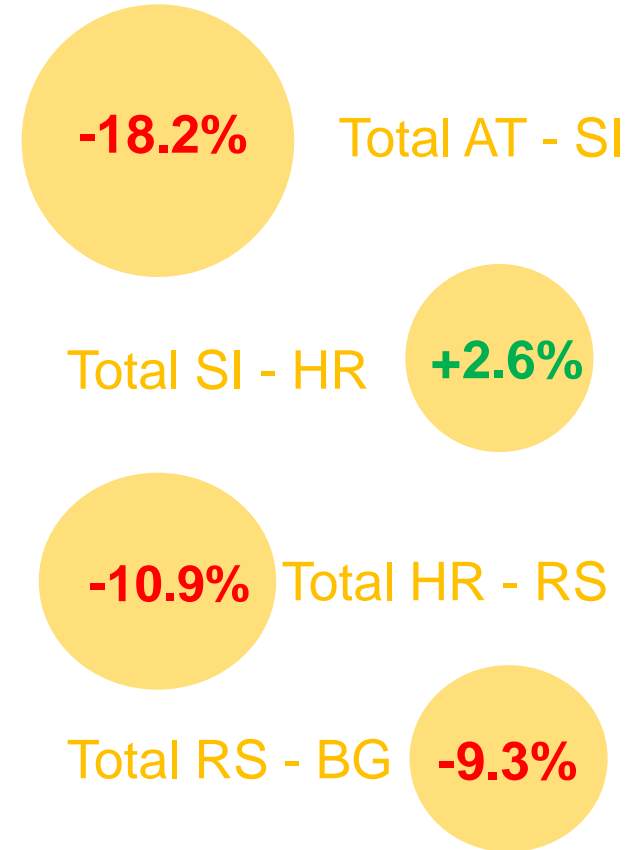


\*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

# MARKET DEVELOPMENT

## Number of trains per border\*

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



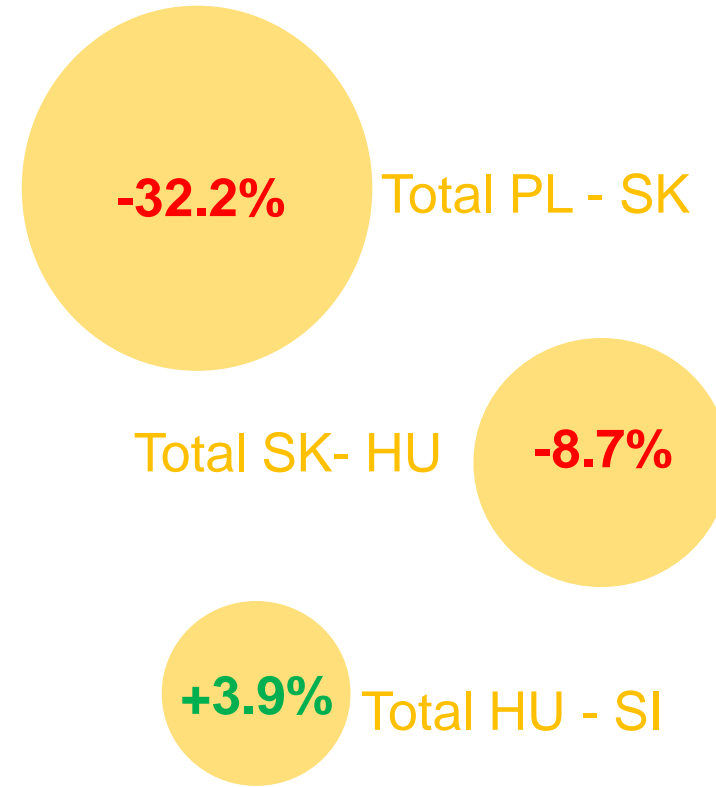
\*The calculation of this KPI is based on data in IMs' systems except for the figure for 2023 AT-SI. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing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



# MARKET DEVELOPMENT

## Number of trains per border\*

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



\*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](#)'.