Commonly applicable RFC KPIs TT2026 / TT2025 & calendar year 2024

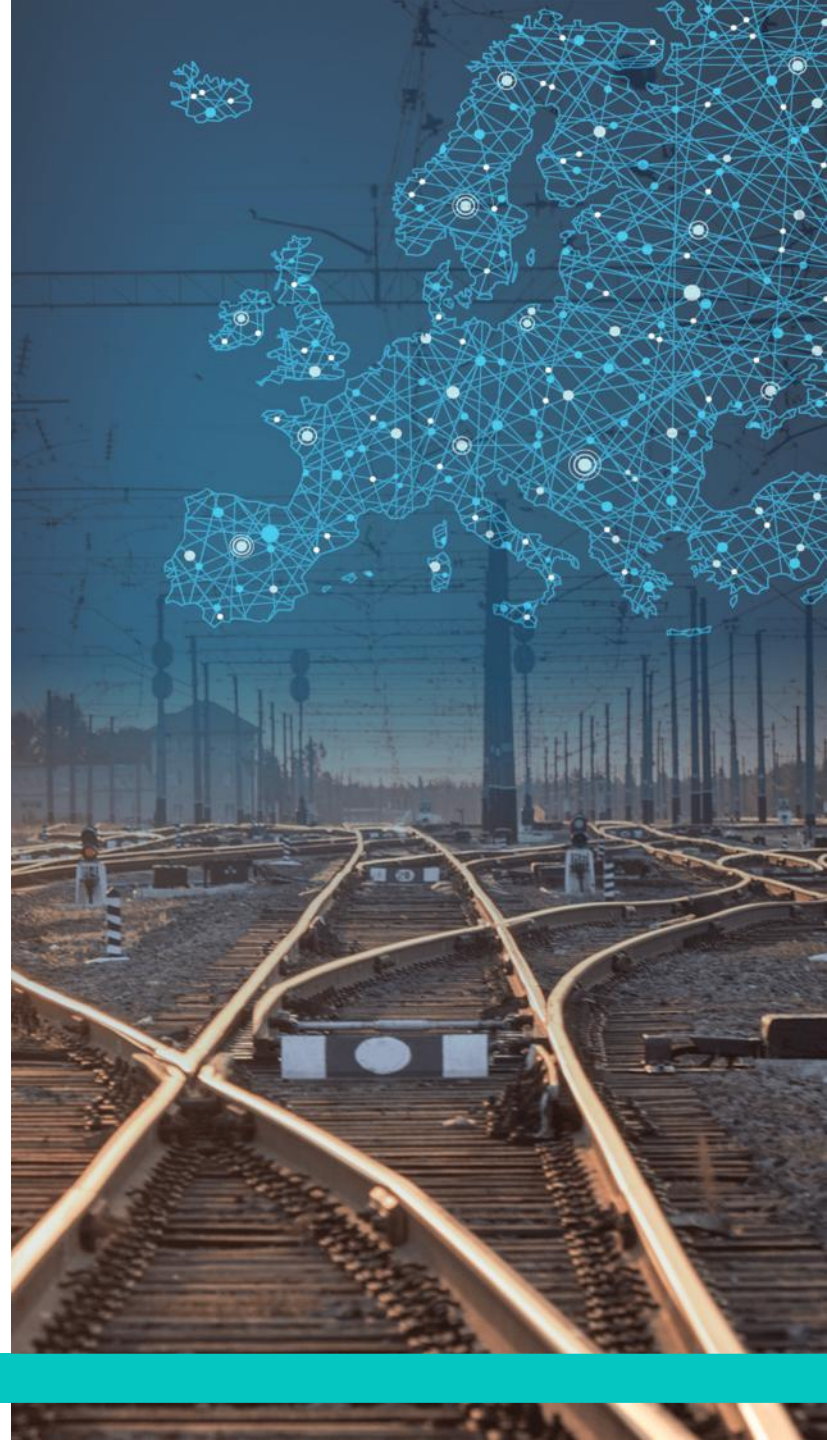
CORRIDOR MANAGEMENT

Year of publication 2025

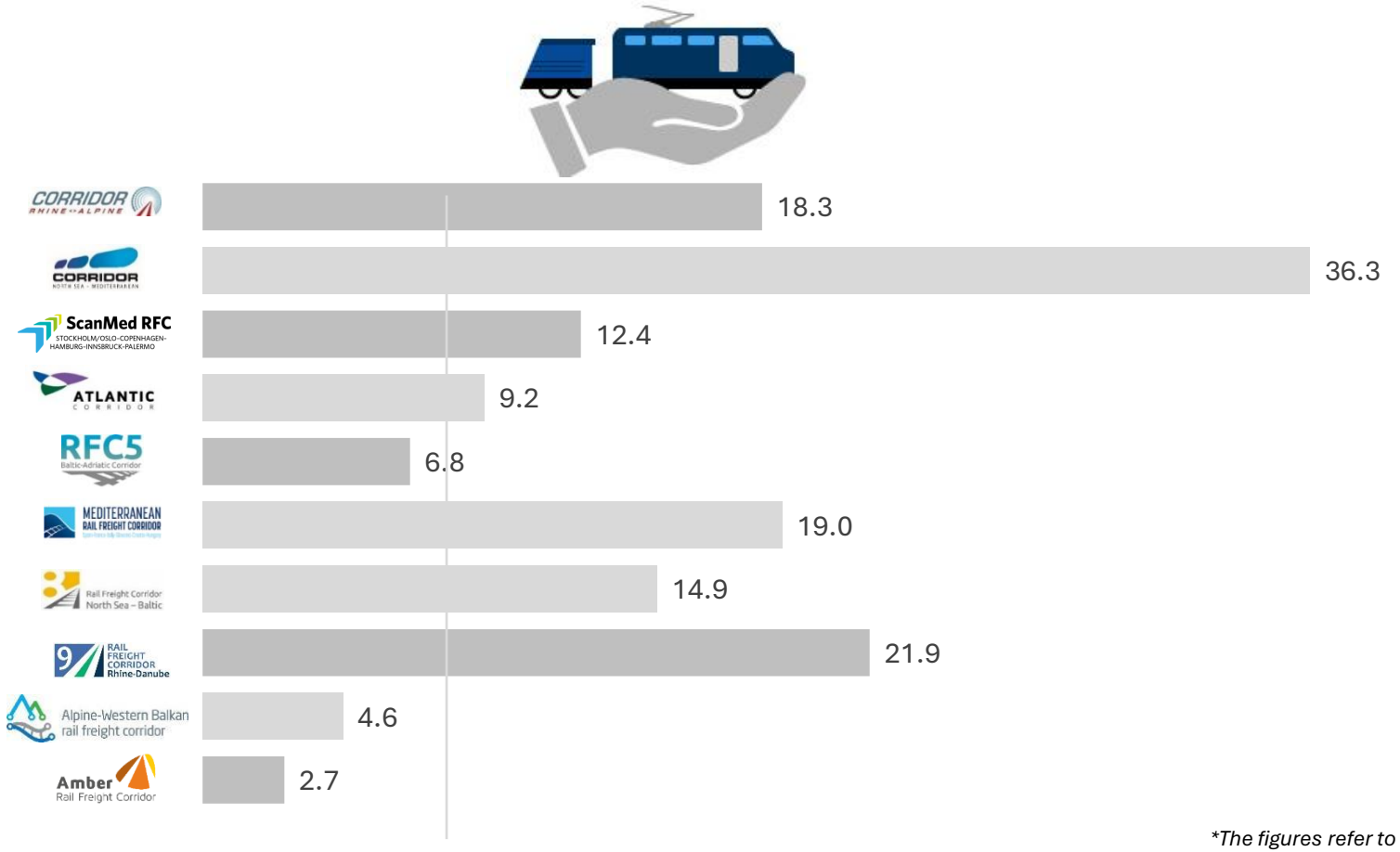
Agenda

CORRIDOR MANAGEMENT

01 CAPACITY MANAGEMENT for TT2026 & TT2025



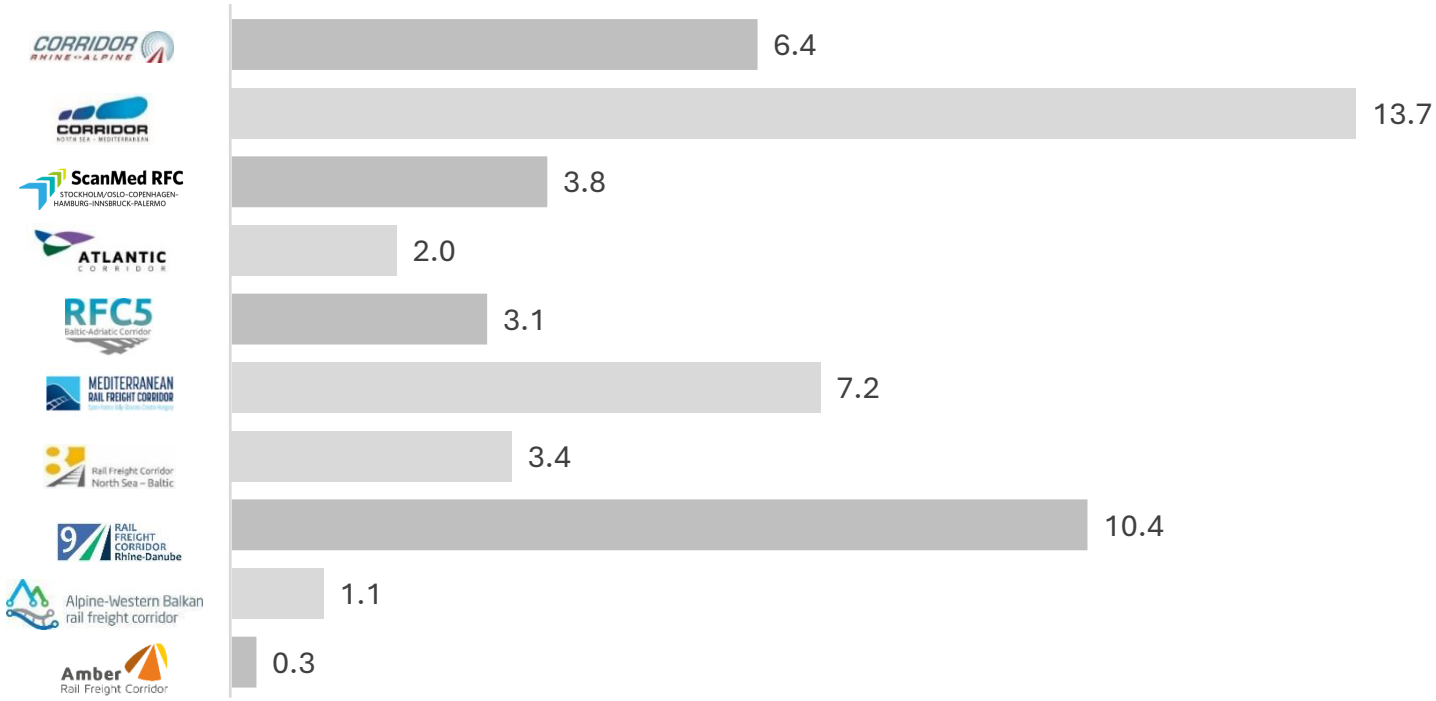
Volume of offered capacity – PaPs (at X-11) (millions of path kilometers)



For TT 2026

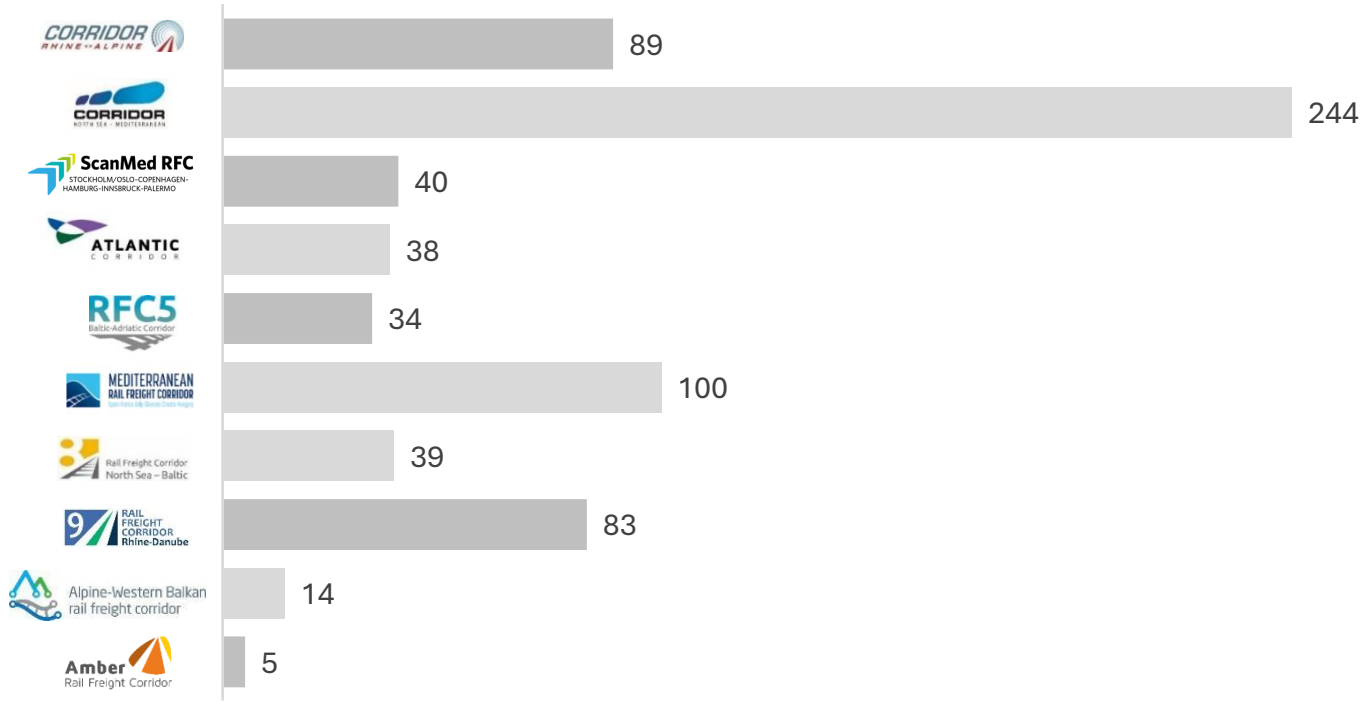
**The figures refer to the capacity which the C-OSS of the RFC concerned publishes. These might therefore not reflect the total amount of offered along the RFC.*

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



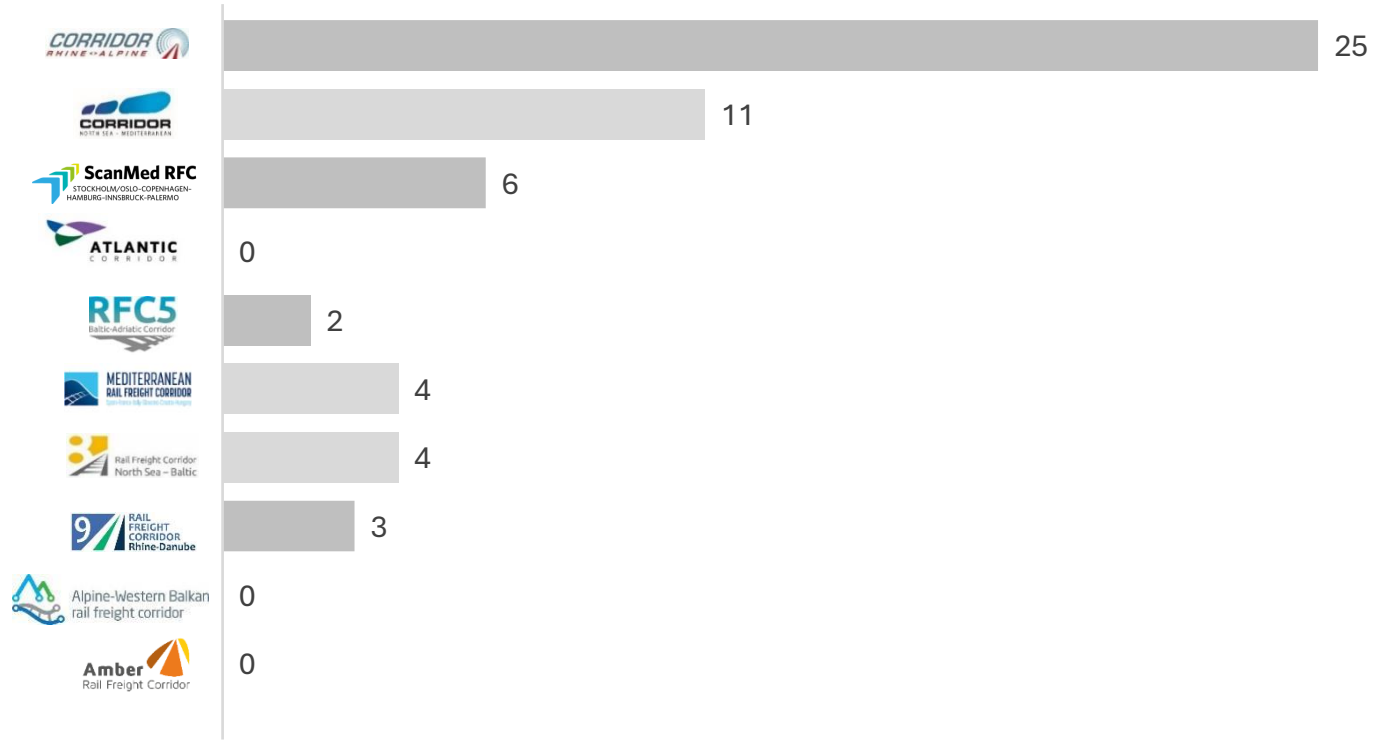
For TT 2026

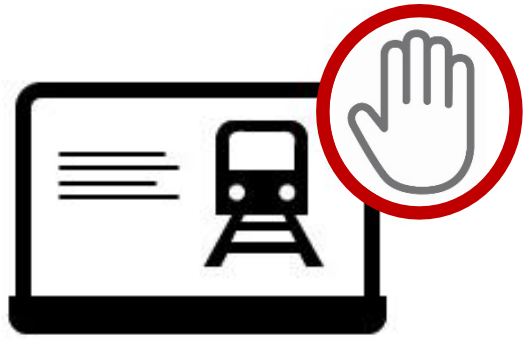
Number of requests – PaPs (at X-8) (number of PCS dossiers)



For TT 2026

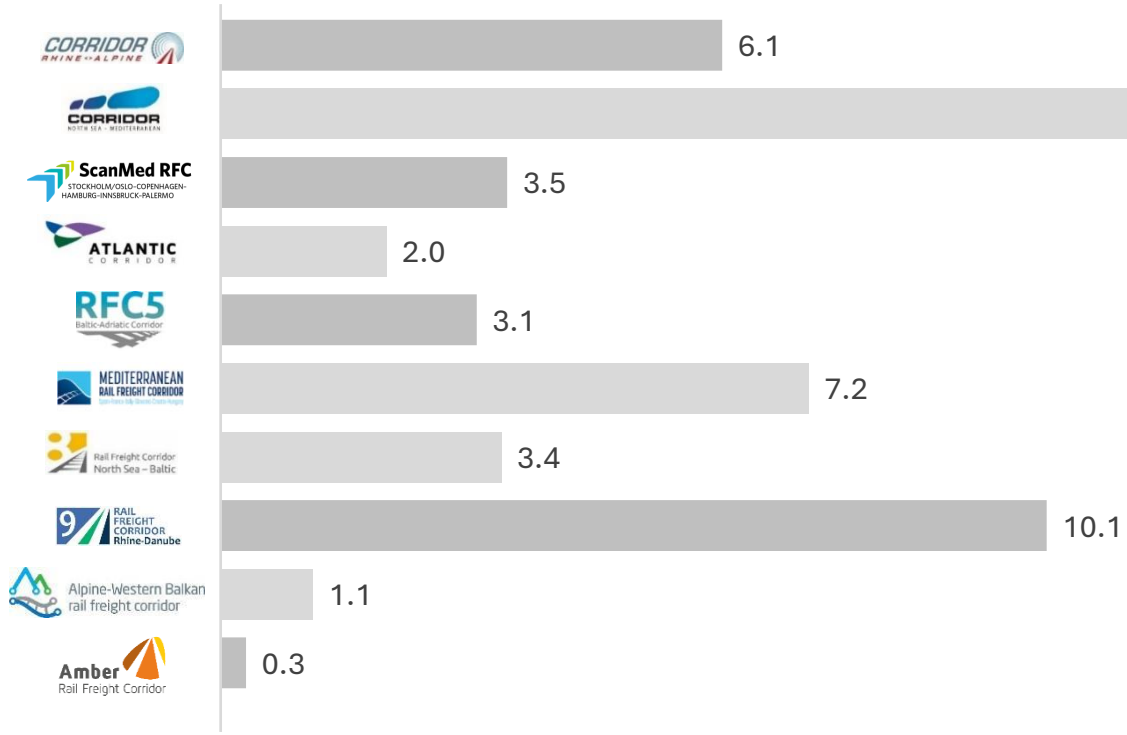
Number of conflicts – PaPs (at X-8) (number of conflicting PCS dossiers)





For TT 2026

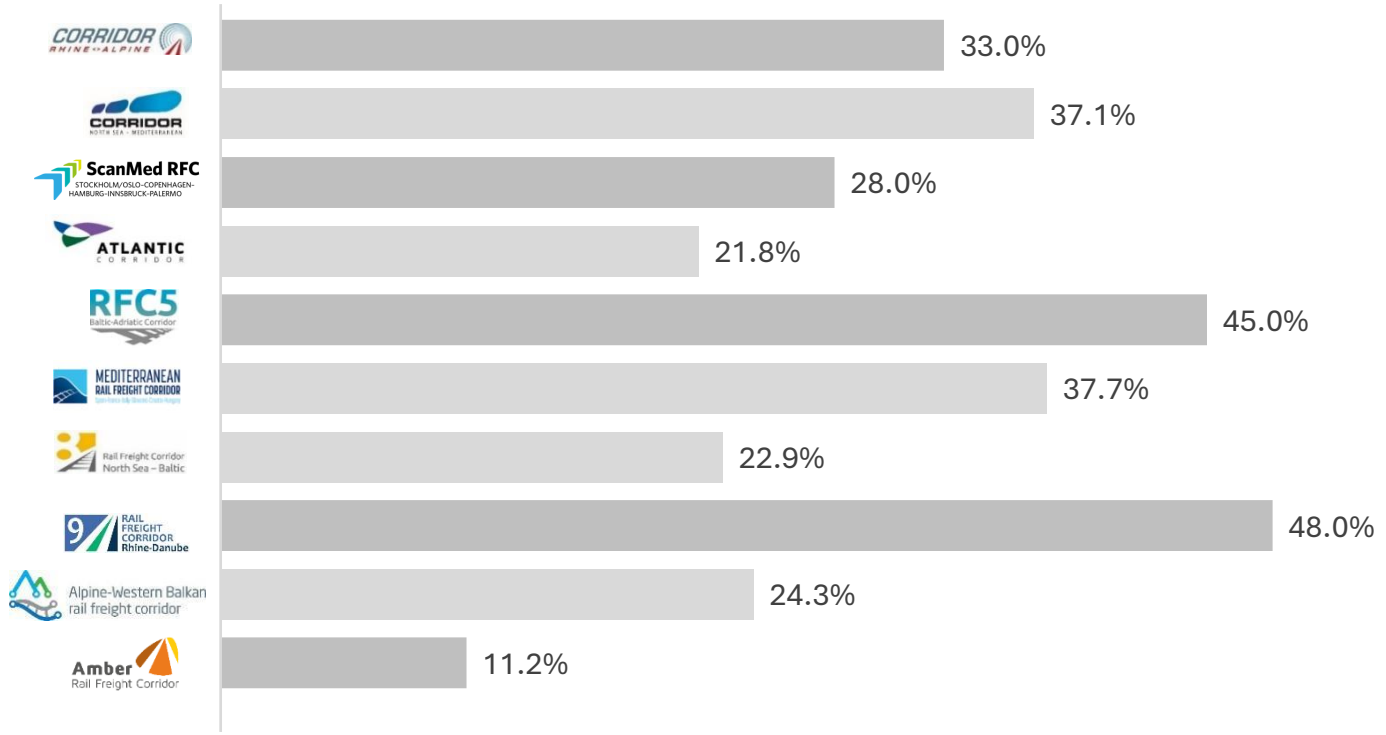
Volume of pre-booked capacity – PaPs (at X-7.5) (millions of path kilometers)



For TT 2026

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

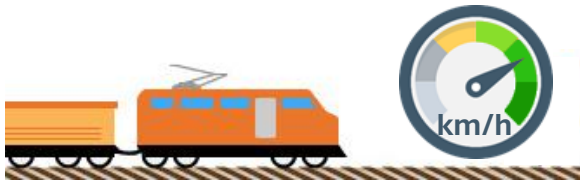
Ratio of pre-booked capacity – PaPs (at X-7.5) (volume of capacity offered at x-11)

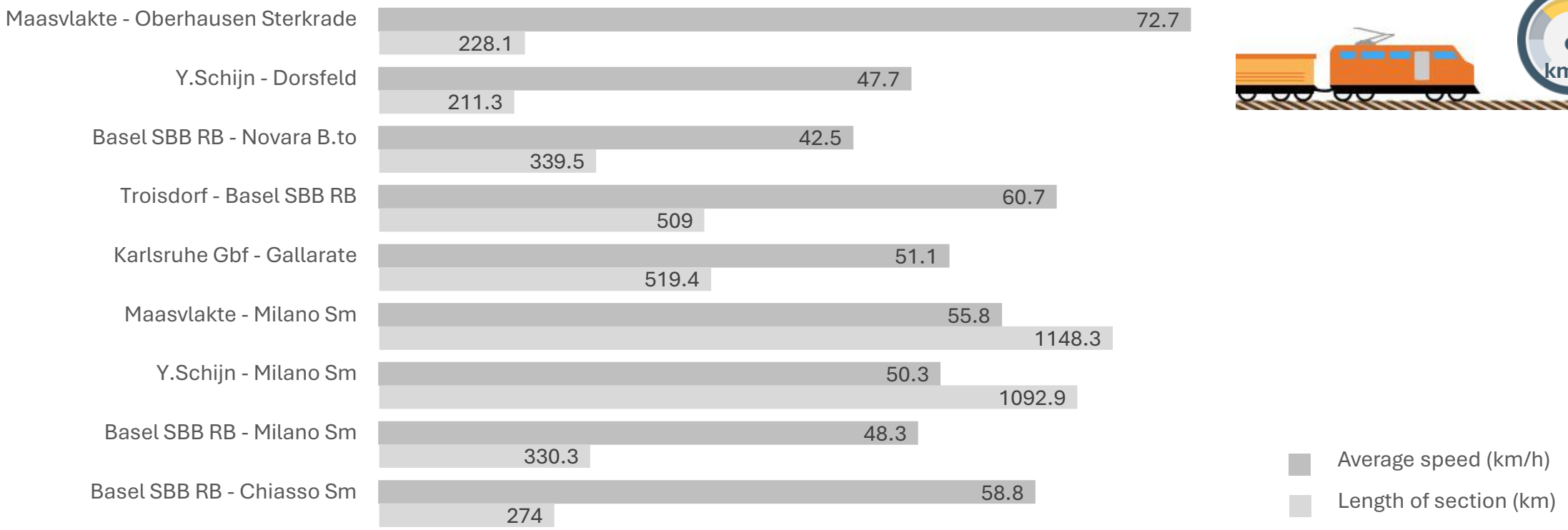


For TT 2026

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

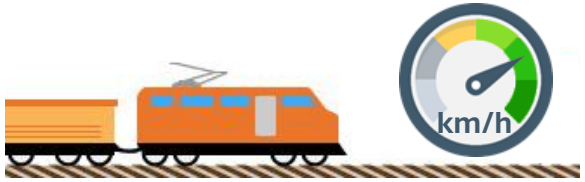
Average planned speed of PaPs for TT 2026 (calculation per O/D pairs)

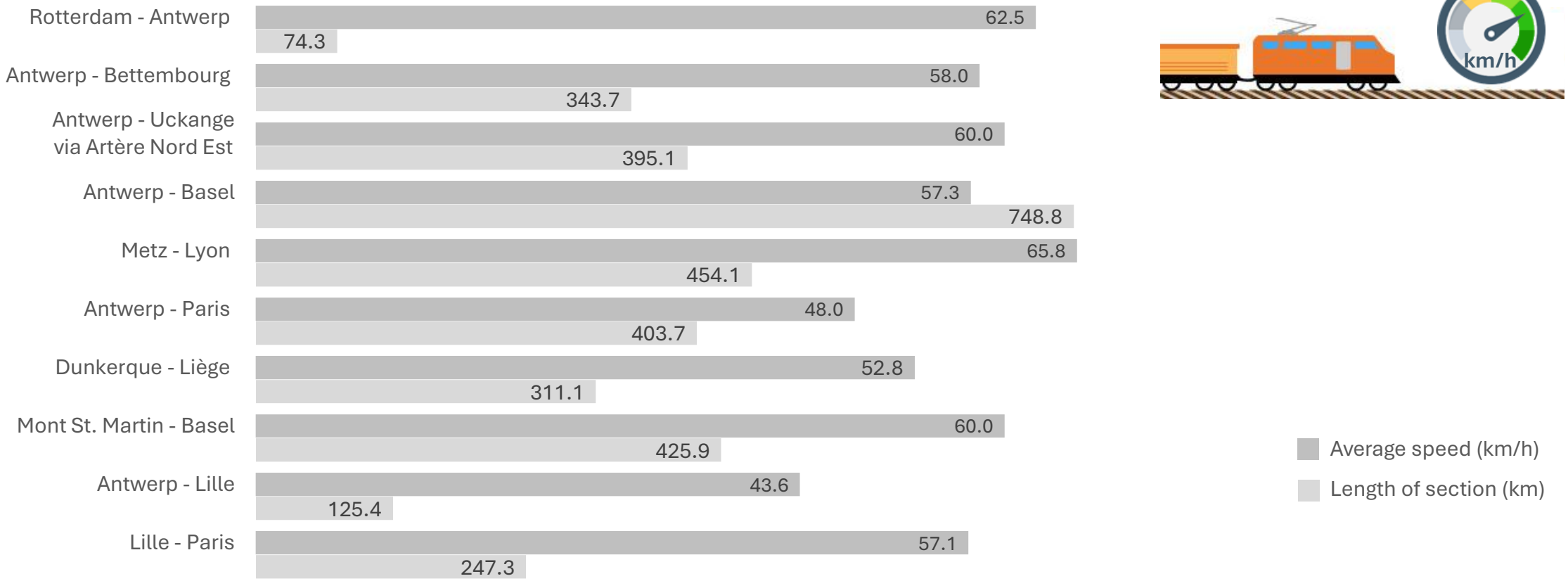




**This KPI should be perceived as qualitative as journey times might include commercial and operational stops.*

Average planned speed of PaPs for TT 2026 (calculation per O/D pairs)





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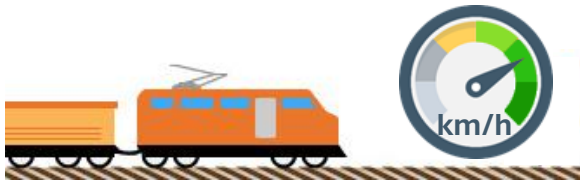

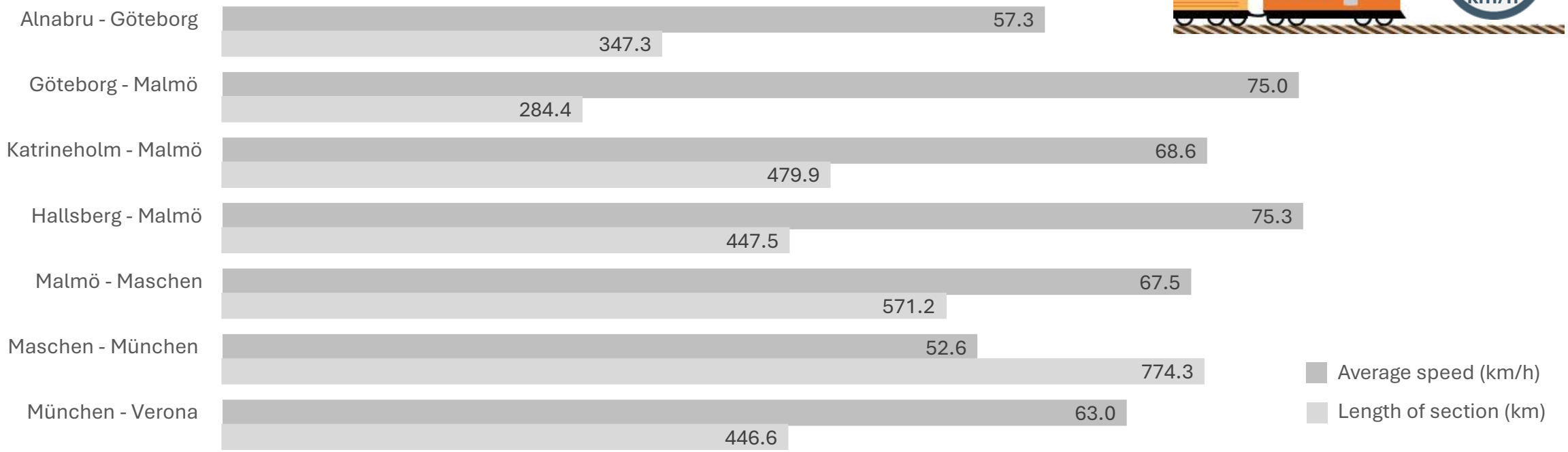

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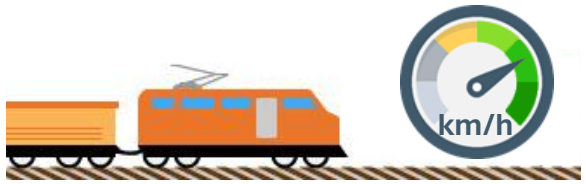

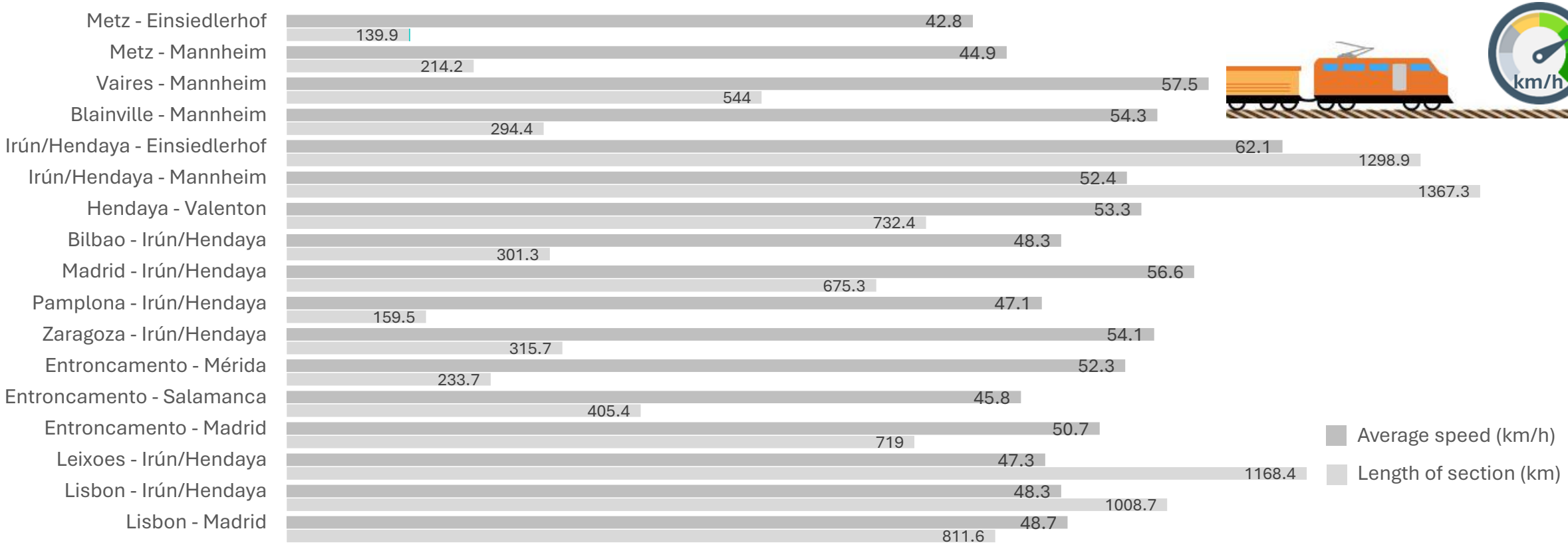

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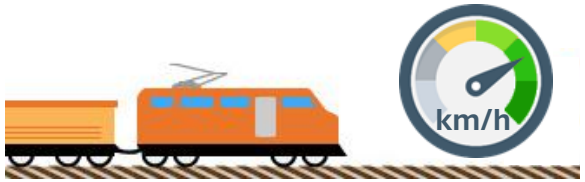
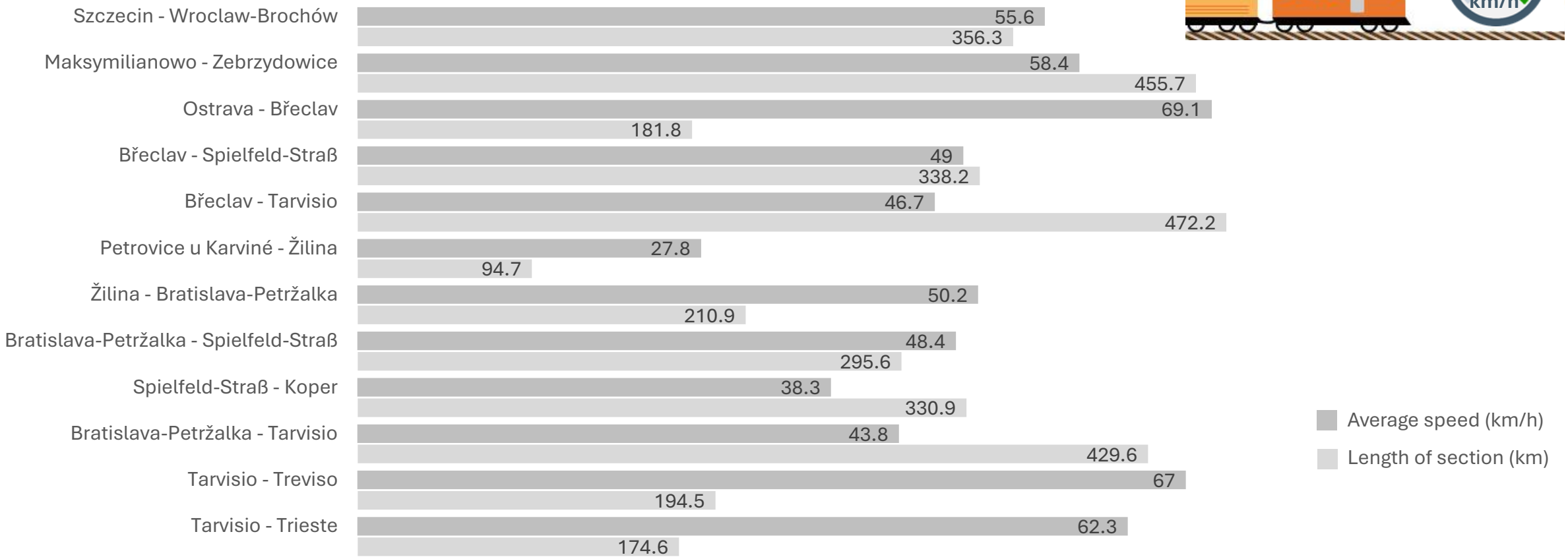
Average planned speed of PaPs for TT 2026 (calculation per O/D pairs)





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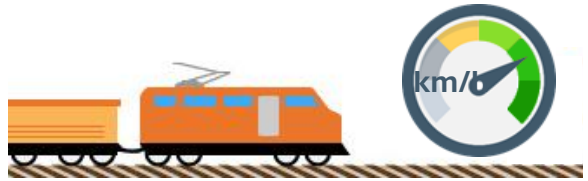
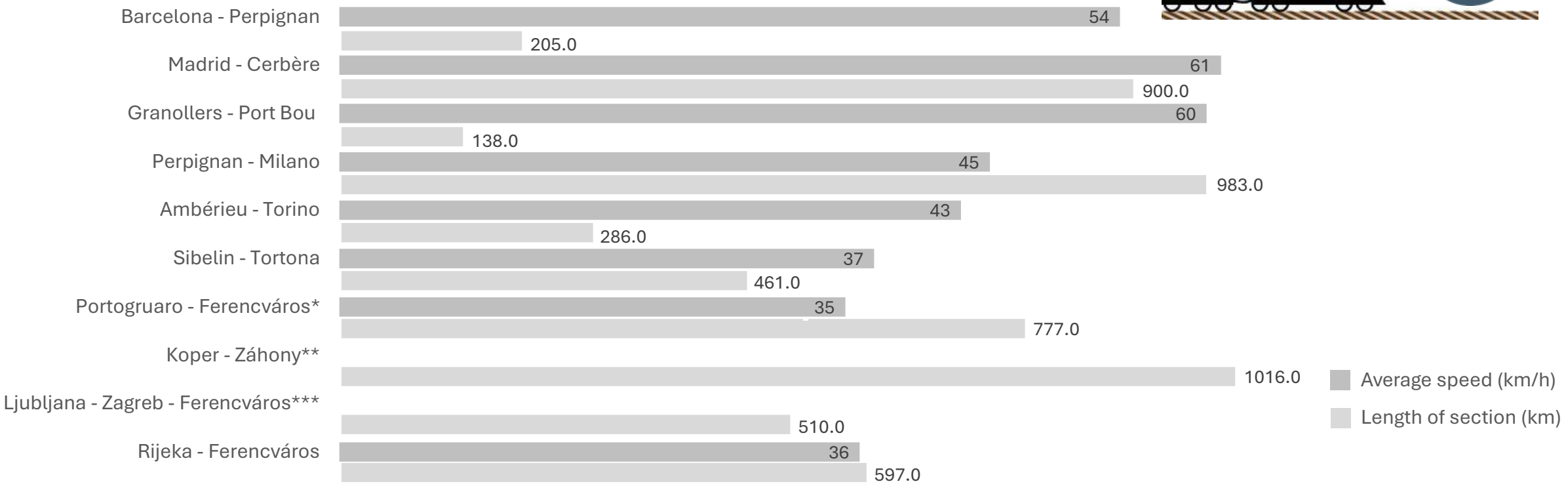
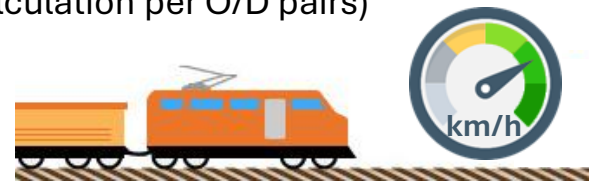
Average planned speed of PaPs for TT 2026 (calculation per O/D pairs)

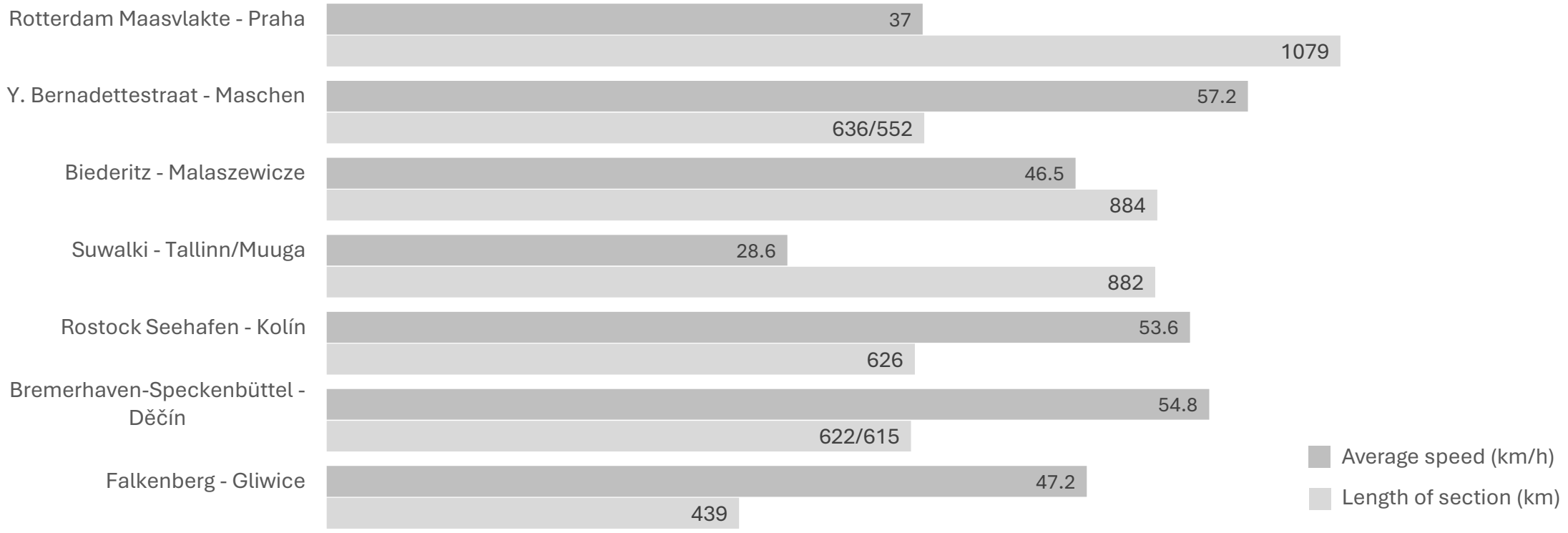




This KPI should be perceived as qualitative as journey times might include commercial and operational stops.
*No proposal in Hungary due to the closure of Veszprém – Boba section, so adaptation with Gyekenyes instead Ferencvaros
**No proposal in Hungary due to the closure of Veszprém – Boba section
***No proposal in Hungary due to the closure of Veszprém – Boba section

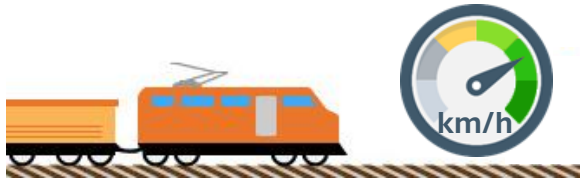
Average planned speed of PaPs for TT 2026 (calculation per O/D pairs)

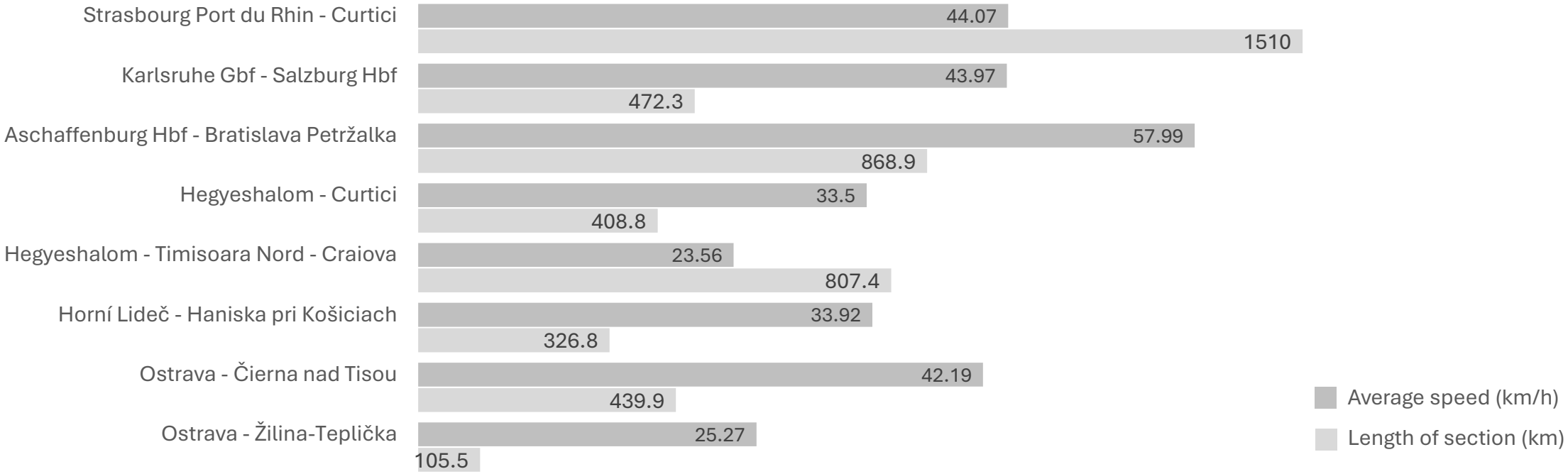




*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.
* Suwalki – Tallinn (Ülemiste) include the reloading time (~ 6 hours) in Palemonas.

Average planned speed of PaPs for TT 2026 (calculation per O/D pairs)





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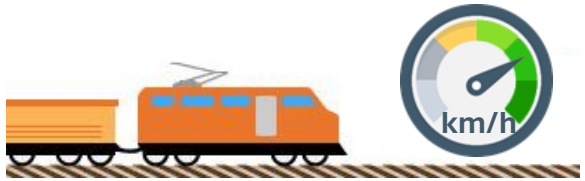
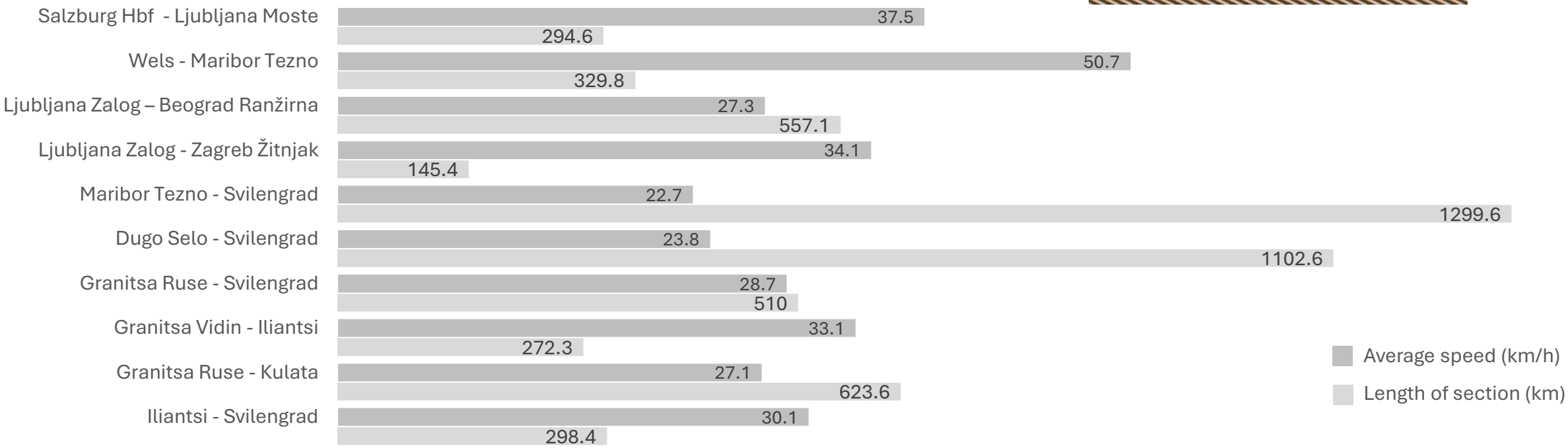
Average planned speed of PaPs for TT 2026 (calculation per O/D pairs)

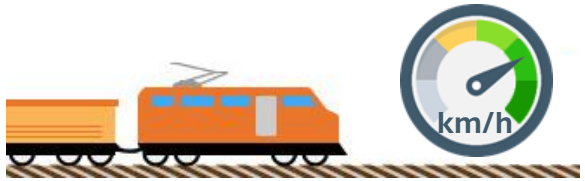


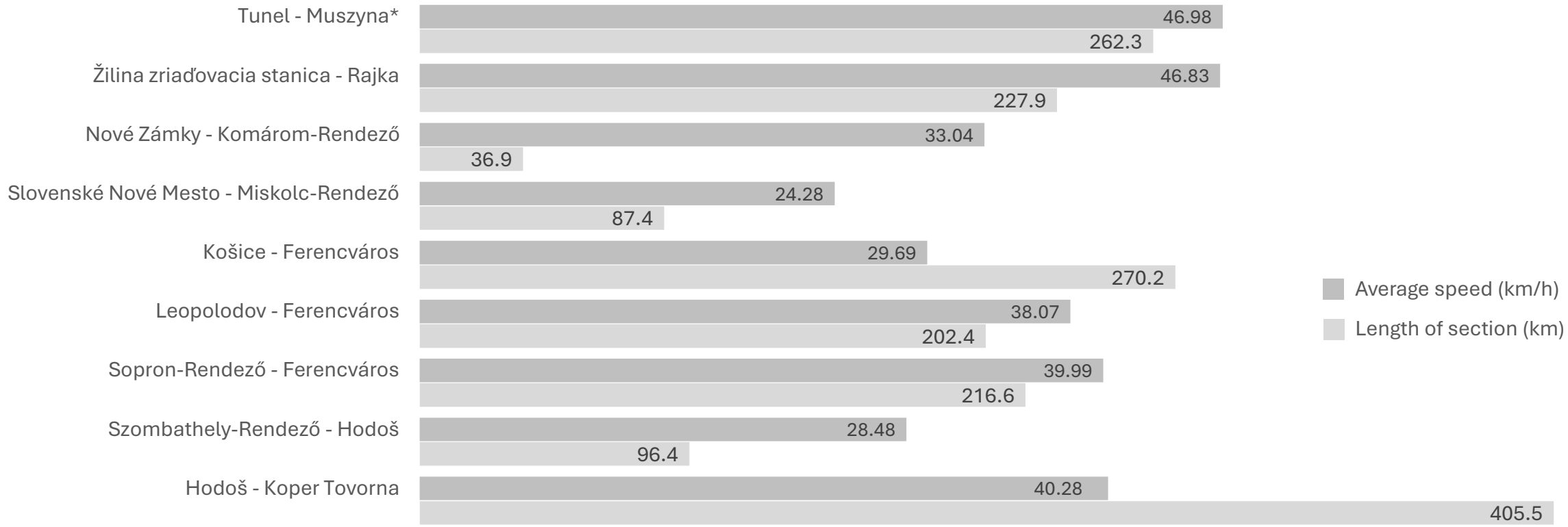


**This KPI should be perceived as qualitative as journey times might include commercial and operational stops.*

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.
PaPs Granitsa Ruse - Svilengrad, Granitsa Vidin - Iliantsi, Granitsa Ruse - Kulata and Iliantsi – Svilengrad are handed over from RFC7 and this part is published by RFC10 due to disolvement of RFC7 on 31.03.2025. Other part of these PaPs are published by RFC9

Average planned speed of PaPs for TT 2026 (calculation per O/D pairs)



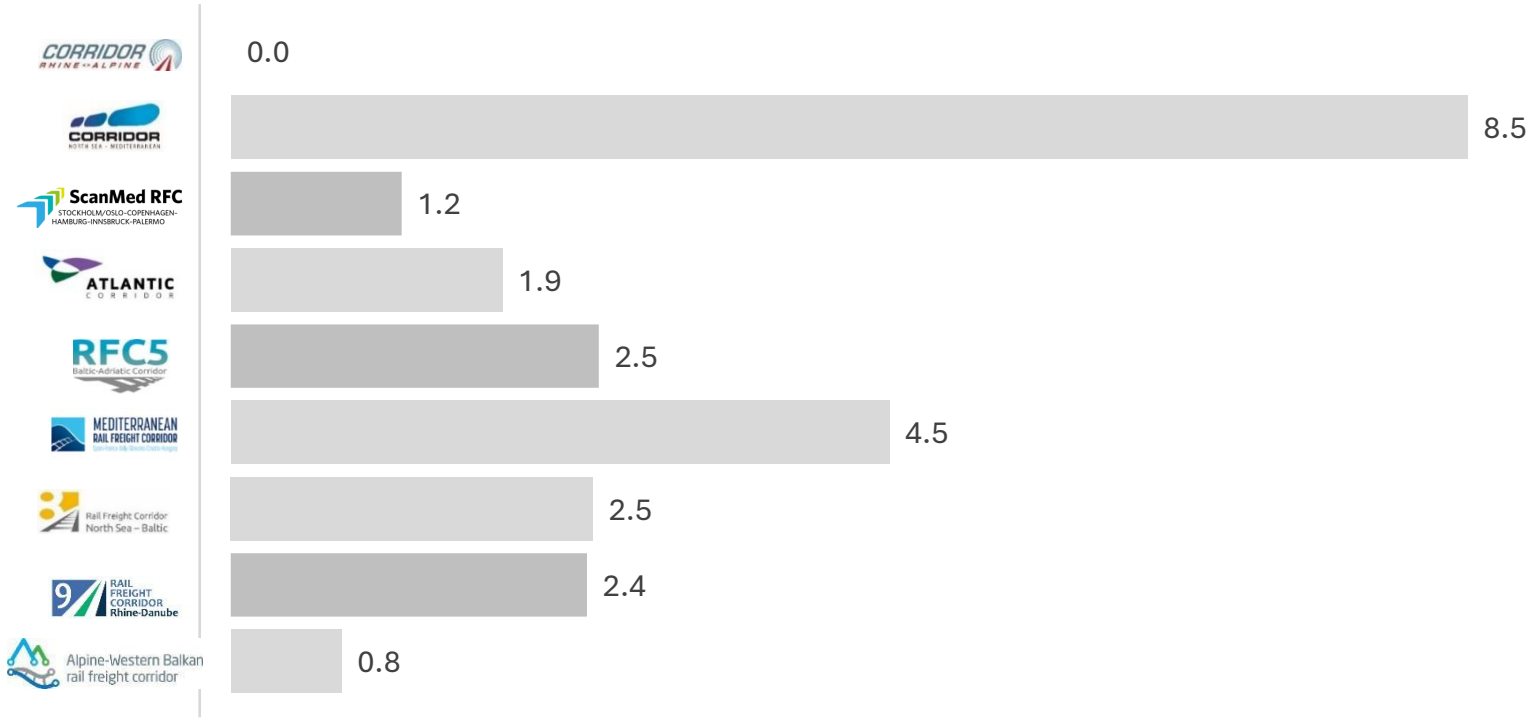


This KPI should be perceived as qualitative as journey times might include commercial and operational stops.

*PaP from Kraków Nowa Huta distance 210.6

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

(millions of path kilometers)



For TT 2026

Number of requests– Reserve Capacity (at X+12)

(number of PCS dossiers)

Corridor Rhine-Alpine	0.0
Corridor North Sea – Mediterranean	0.0
ScanMed RFC Stockholm/Oslo-Copenhagen-Hamburg-Innsbruck-Palermo	0.0
Atlantic Corridor	0.0
RFC5 Baltic-Adriatic Corridor	0.0
Mediterranean Rail Freight Corridor	0.0
Rail Freight Corridor North Sea – Baltic	0.0
9 Rail Freight Corridor Rhine-Danube	0.0
Alpine-Western Balkan rail freight corridor	0.0

For TT 2025

Volume of requested capacity – Reserve Capacity (at X+12)

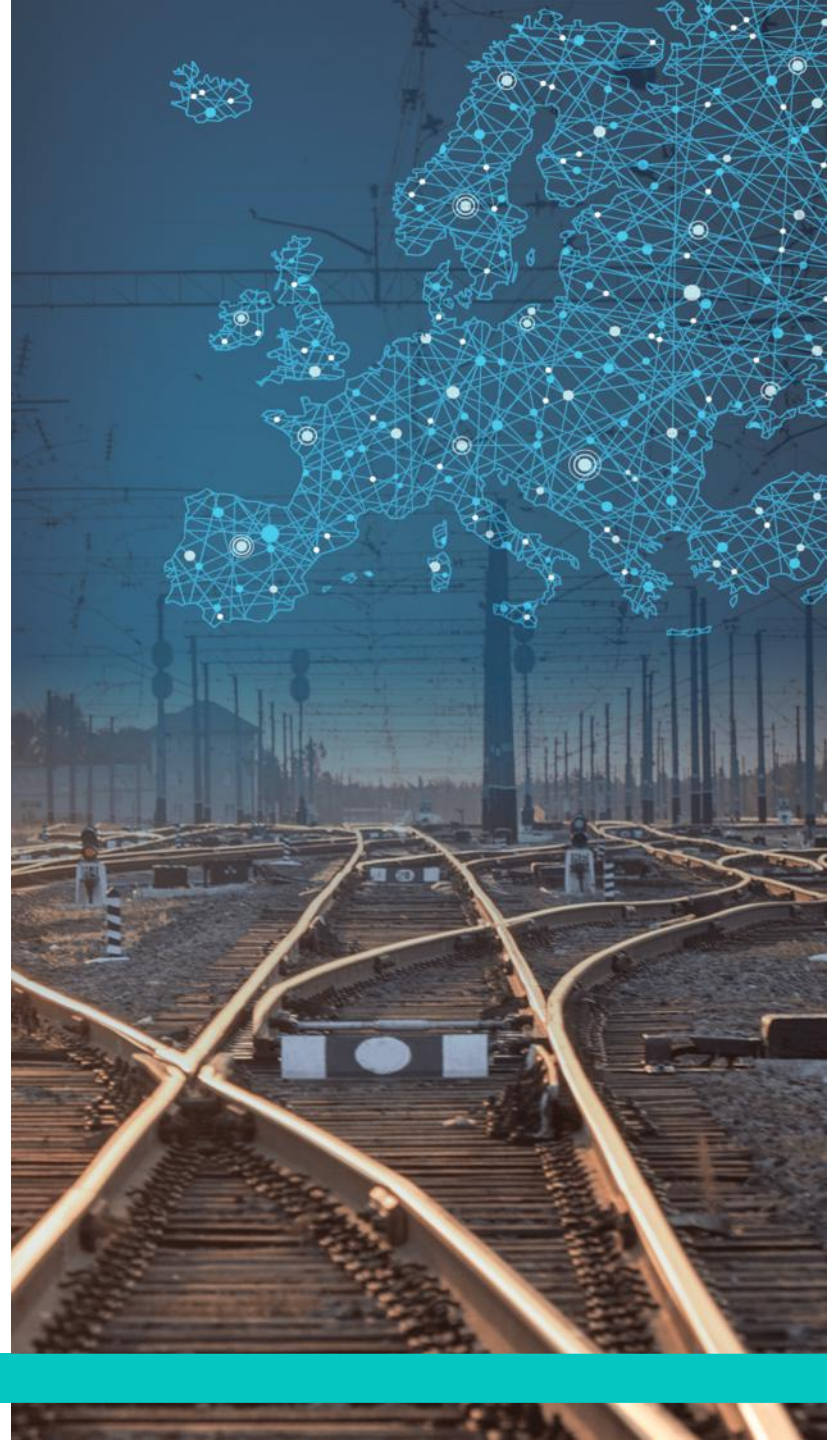
(millions of path kilometers)

Corridor Rhine-Alpine	0.0
Corridor North Sea – Mediterranean	0.0
ScanMed RFC Stockholm/Oslo-Copenhagen-Hamburg-Innsbruck-Palermo	0.0
Atlantic Corridor	0.0
RFC5 Baltic-Adriatic Corridor	0.0
Mediterranean Rail Freight Corridor	0.0
Rail Freight Corridor North Sea – Baltic	0.0
9 Rail Freight Corridor Rhine-Danube	0.0
Alpine-Western Balkan rail freight corridor	0.0

For TT 2025

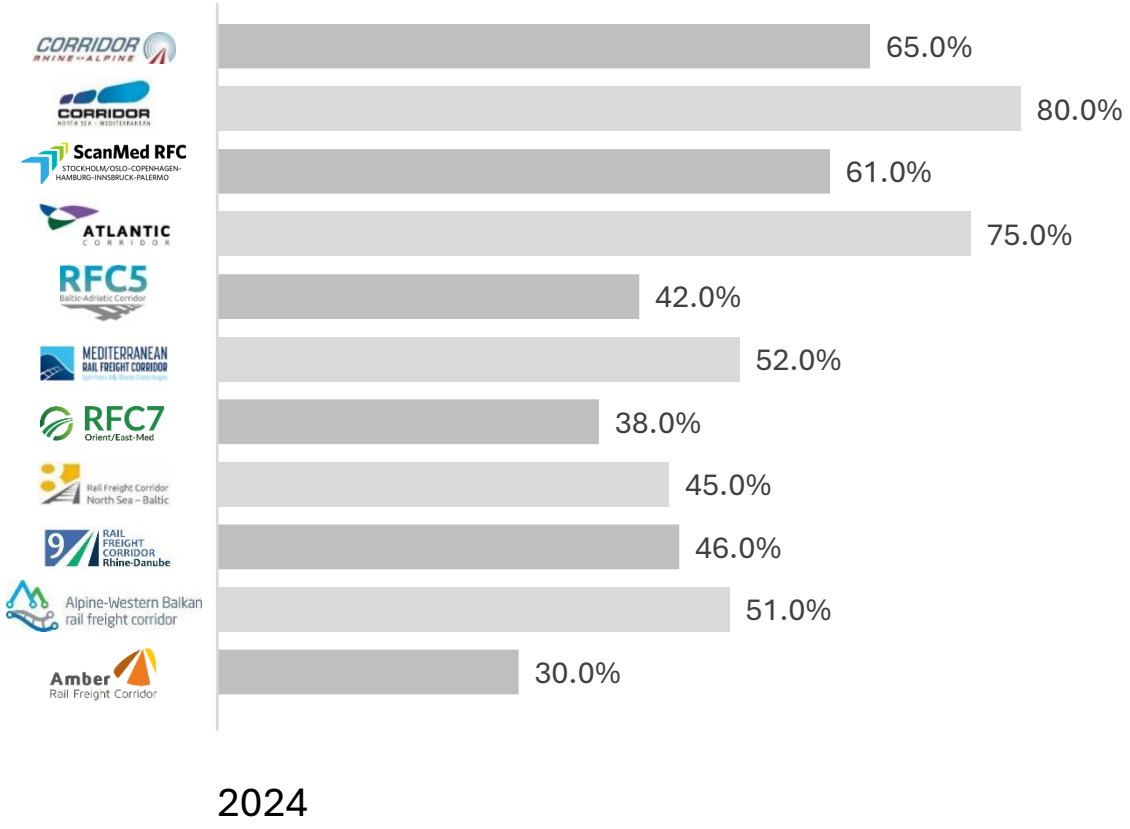
CORRIDOR MANAGEMENT

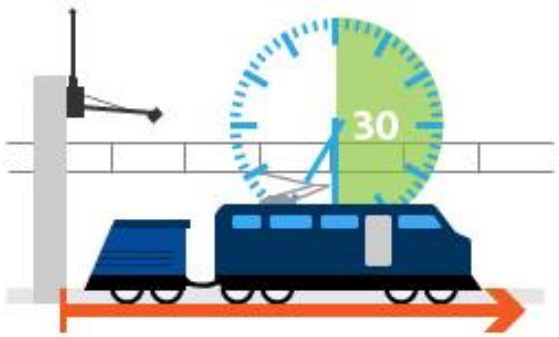
02 OPERATIONS for 2024



OPERATIONS for 2024

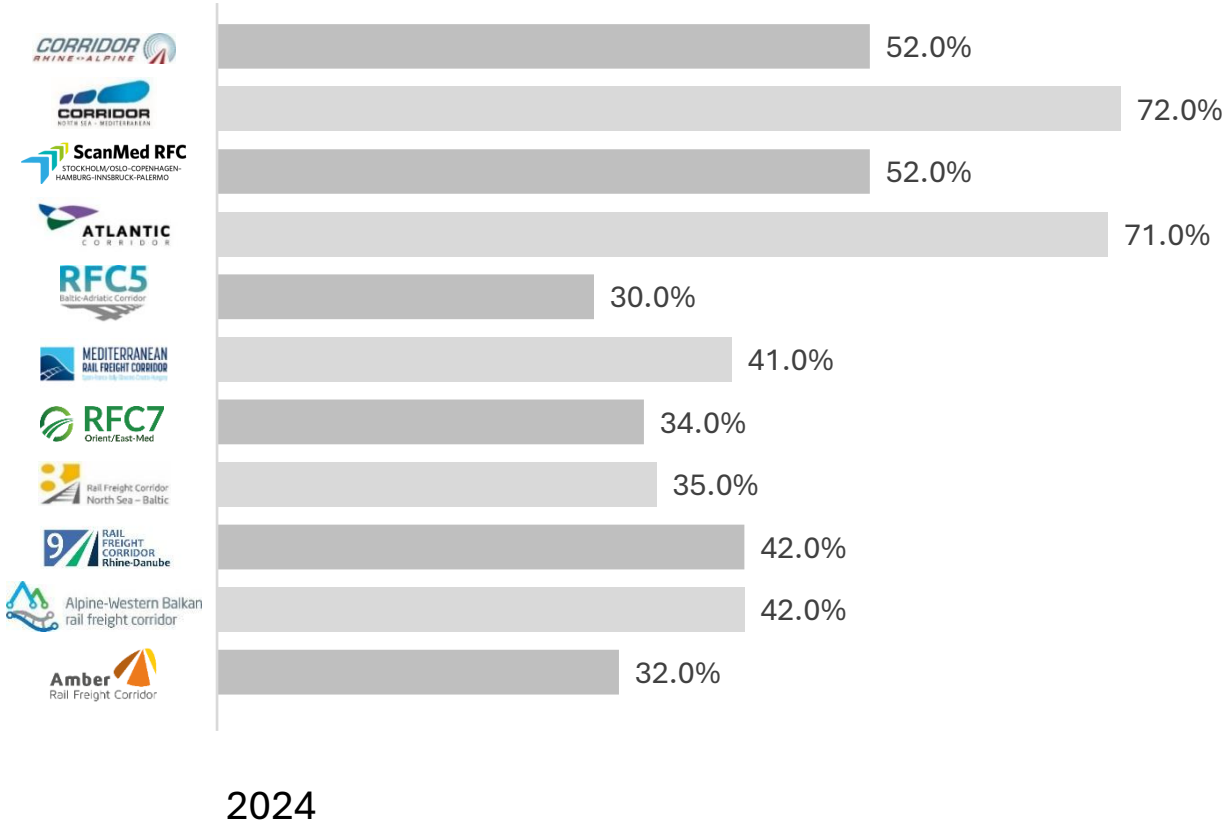
Punctuality at origin (RFC entry) (delay ≤ 30 minutes)

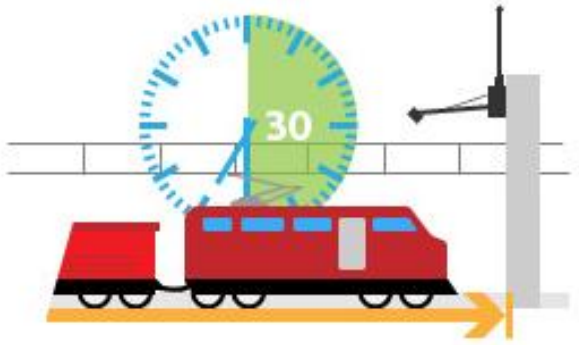




OPERATIONS for 2024

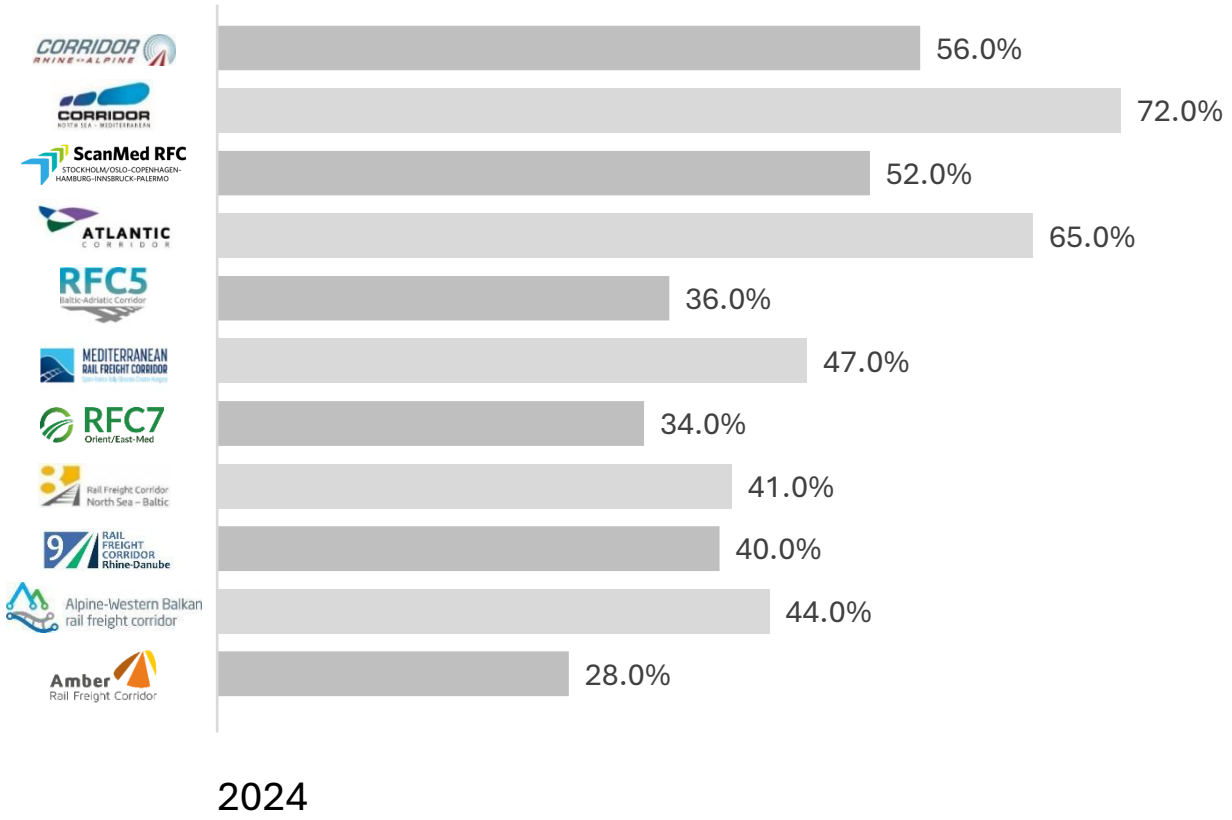
Punctuality at destination (RFC exit) (delay ≤ 30 minutes)

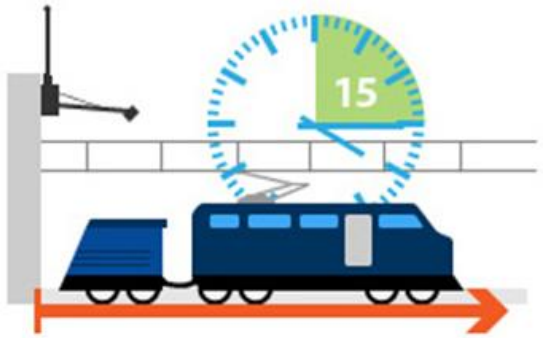




OPERATIONS for 2024

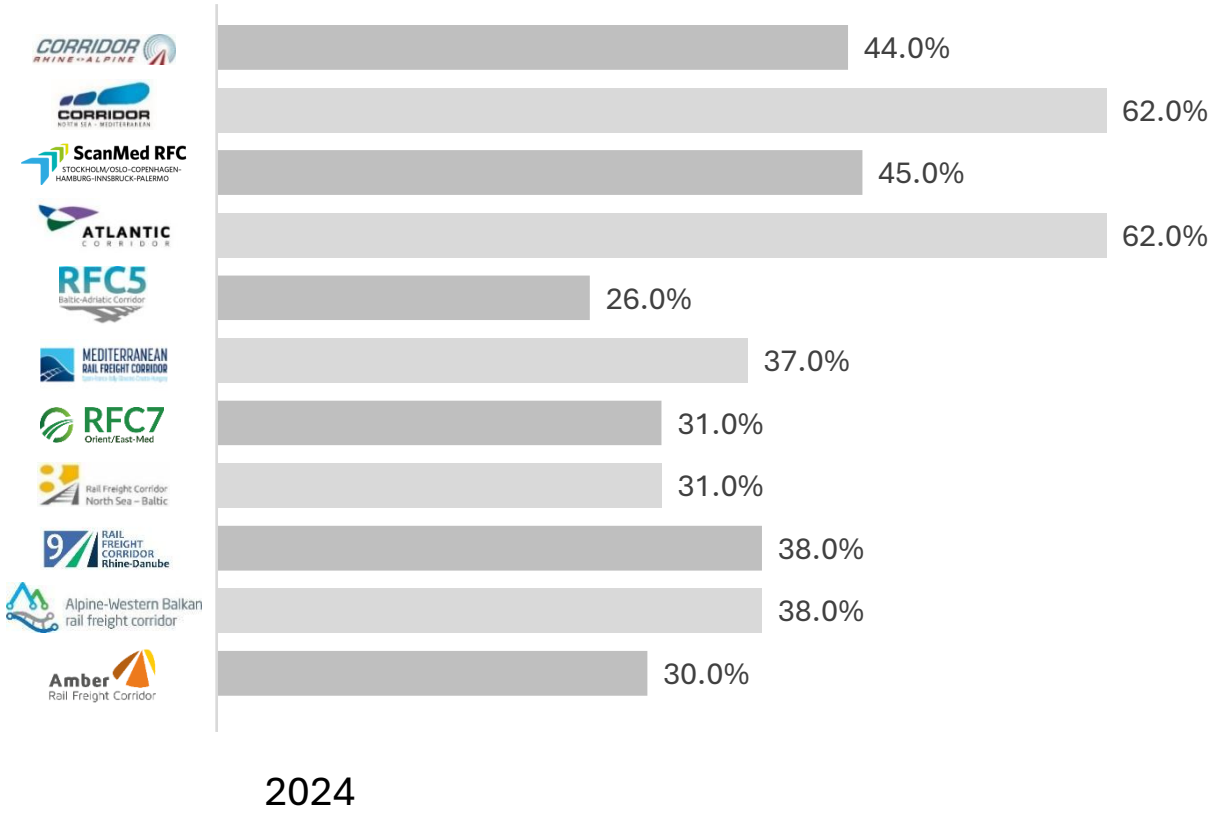
Punctuality at origin (RFC entry) (delay ≤ 15 minutes)

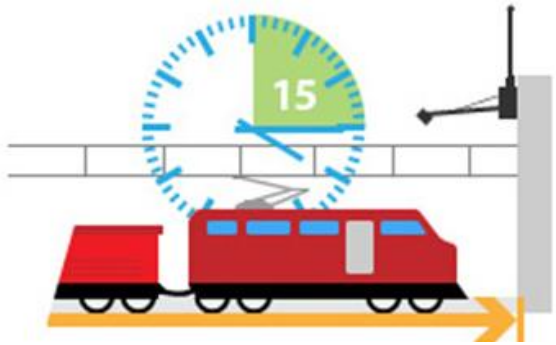




OPERATIONS for 2024

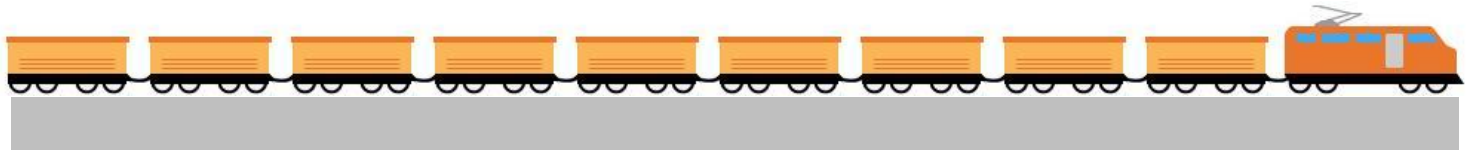
Punctuality at destination (RFC exit) (delay ≤ 15 minutes)

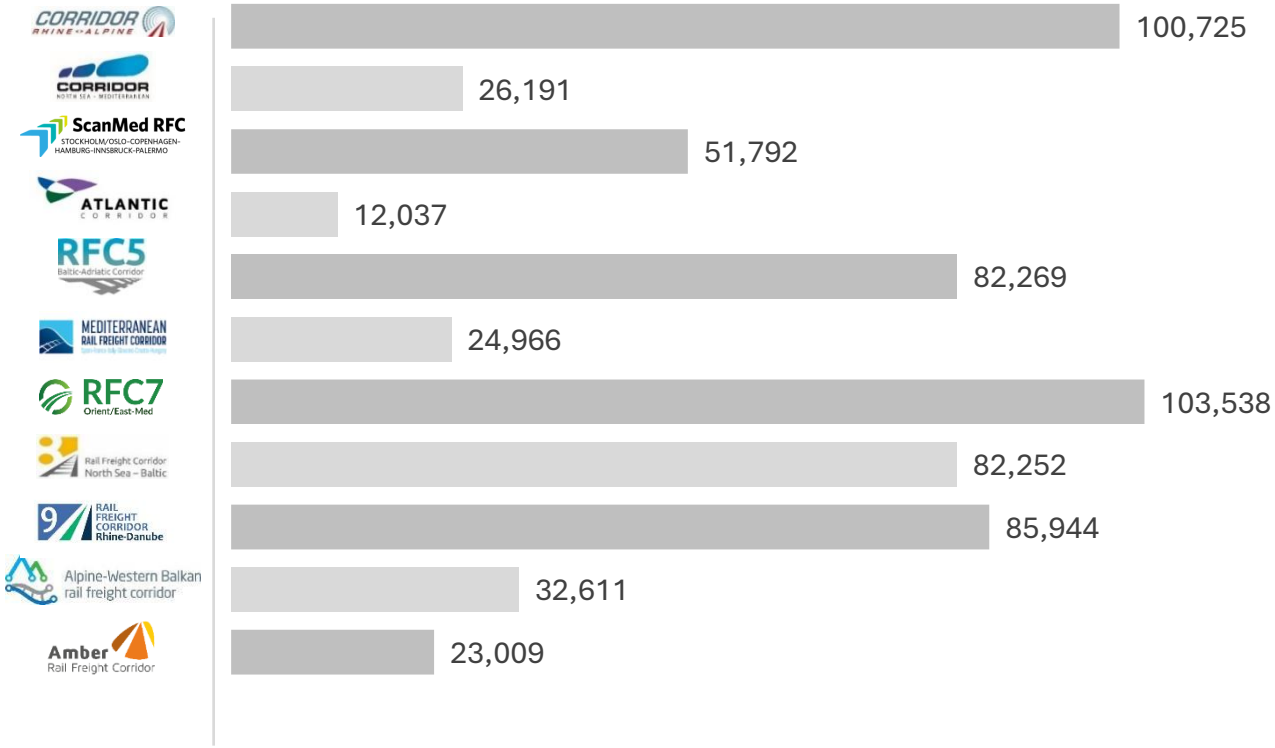




OPERATIONS for 2024

Number of trains per RFC* 2024



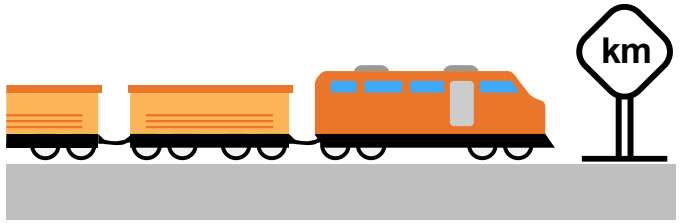


*The calculation of this KPI is based on data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation. The figure by Alpine-Western Balkan rail freight corridor combined data from RNE's TIS and national system.

OPERATIONS for 2024

Train km of trains per RFC* 2024

(millions of trains kilometers)



CORRIDOR RHINE-ALPINE	51,635,060
CORRIDOR NORTH SEA - MEDITERRANEAN	12,756,758
ScanMed RFC STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO	34,500,000
ATLANTIC CORRIDOR	
RFC5 Baltic-Adriatic Corridor	29,597,288
MEDITERRANEAN RAIL FREIGHT CORRIDOR	12,611,787
RFC7 Orient/East-Med	47,520,911
Rail Freight Corridor North Sea – Baltic	38,671,857
9 RAIL FREIGHT CORRIDOR Rhine-Danube	45,621,605
Alpine-Western Balkan rail freight corridor	14,552,670
Amber Rail Freight Corridor	6,999,206

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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

Dwell times in border sections (planned and clean/real) **2024**

Between operational points		**Planned dwell time**	**Real dwell time**
Aachen-West	Montzen	69 min	90 min
Basel Badischer Bf.	Basel SBB PB/RB	54 min	62 min
Brig	Domo II	186 min	180 min
Brig	Domodossola	97 min	117 min
Chiasso SM	Bivio PC Rosales	83 min	75 min
Emmerich	Zevenaar Oost	8 min	10 min
Kaldenkirchen	Venlo	37 min	46 min
Ranzo - S. Abbondio	Luino	68 min	71 min
Zelzate	Sas van Gent**	1 min	0 min

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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) **2024**

Border		Avg. planned dwell (min.)	Avg. clean/real (min.)
Mouscron	Tourcoing	1	0
Blandain	Baisieux	3	4
Erquelinnes	Jeumont	0	1
Aubange	Longwy	0	0
Roosendaal	Essen	8	8
Sas van Gent	Zelzate	1	0
Autelbas	Kleinbettingen	5	3

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Dwell times in border sections (planned and clean/real) **2024**

Border		Avg. planned dwell (min.)	Avg. clean/real (min.)
Aubange	Pétange	3	1
Athus	Pétange	5	2
Bettembourg	Thionville	28	28
Pougny-Chancy	La Plaine	4	3
Saint-Louis	Basel St. Johann	75	76

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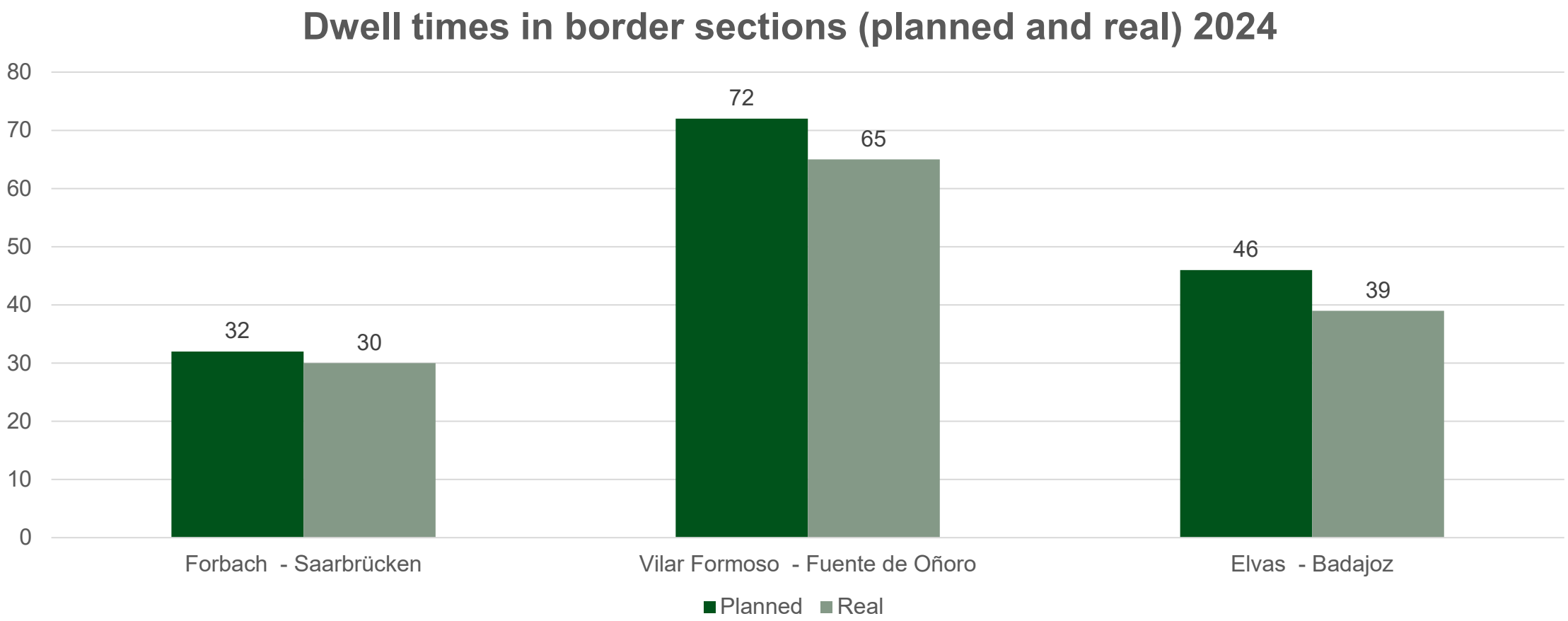
The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs.

Dwell times in border sections (planned and clean/real) **2024**

Border		Avg. planned dwell (min.)	Avg. clean/real (min.)
Kiefersfelden	Kufstein	31	27
Padborg	Flensburg Friedensweg	-	-
Steinach in Tirol	Brennero	47	62
Peberholm	Lernacken	0	0
Kornsjø	Mon	0	0

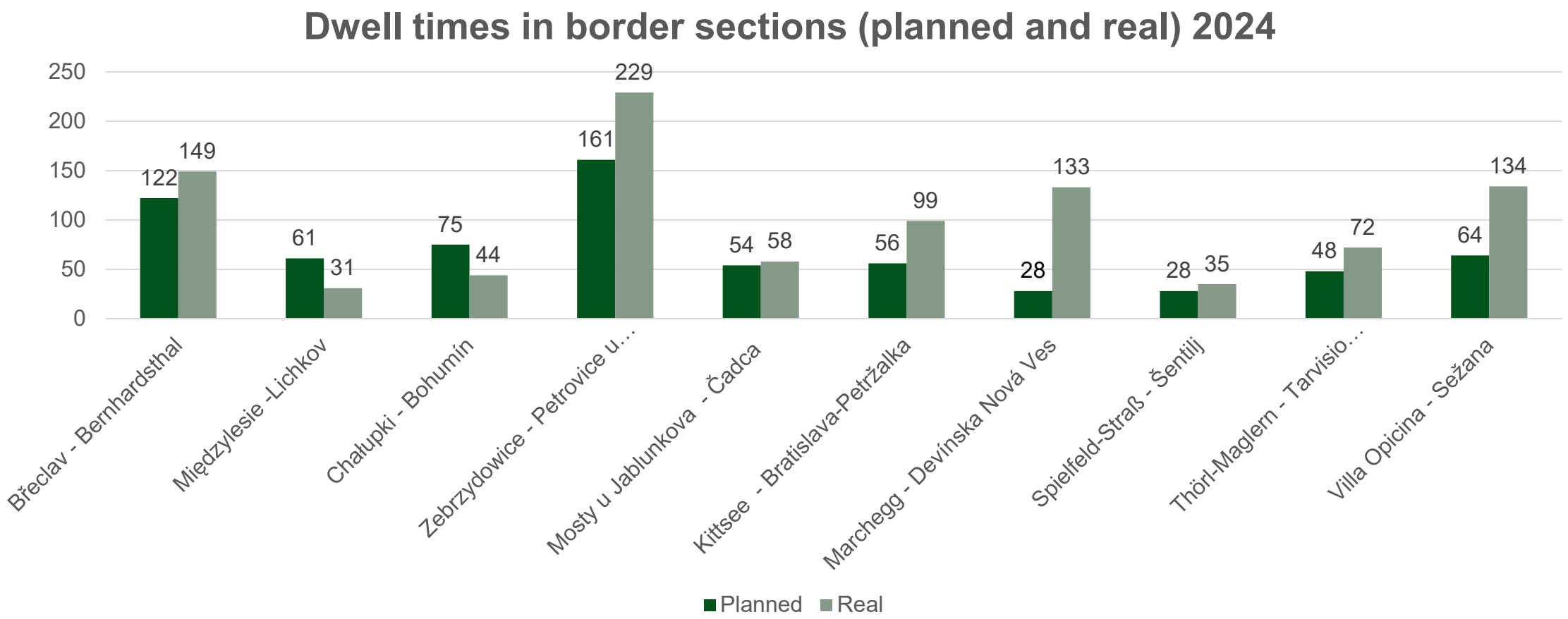
*The calculation of this KPI is based on the data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation. The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs.

Dwell times in border sections (planned and clean/real) **2024**



*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) **2024**



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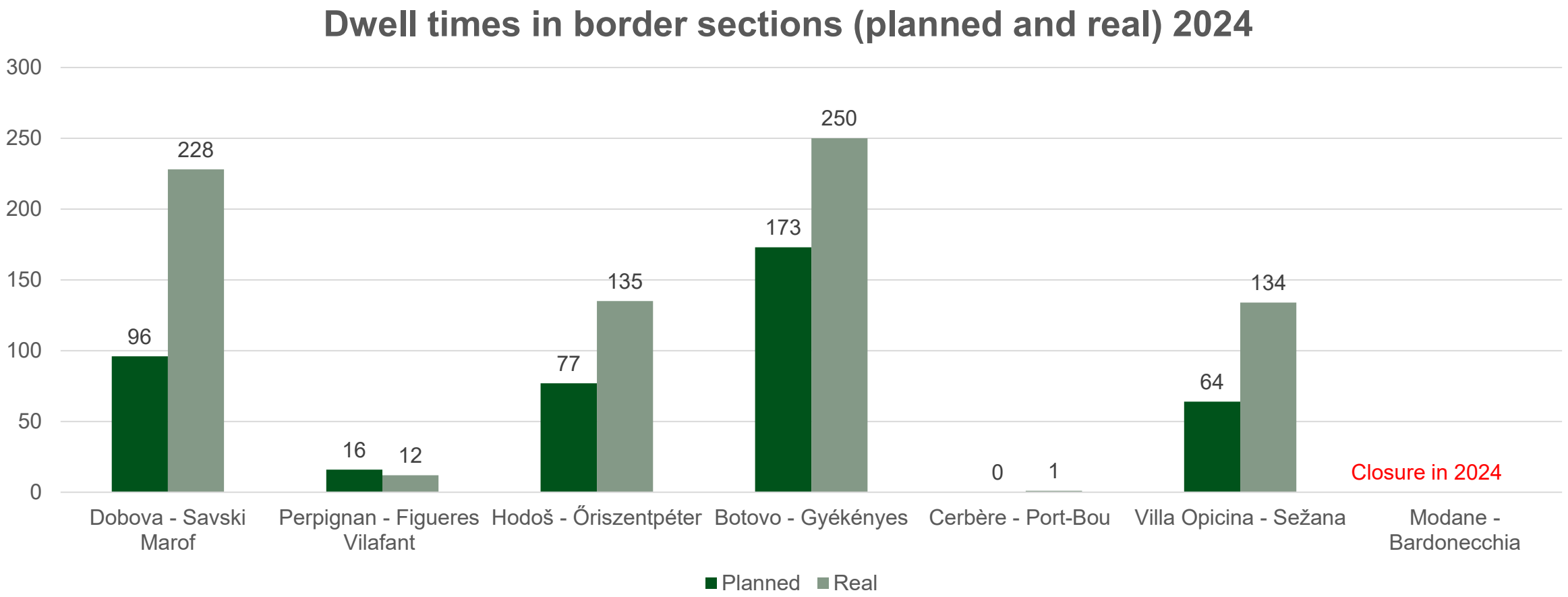
Dwell times in border sections (planned and clean/real) **2024**



*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) **2024**

Between operational points		Planned dwell time	Real dwell time
Bad Schandau	Děčín	97 min	90 min
Břeclav	Bernhardsthal	122 min	167 min
Lanžhot	Kúty	58 min	52 min
Nickelsdorf	Hegyeshalom	91 min	122 min
Kittsee	Bratislava-Petržalka	56 min	99 min
Marchegg	Devínska Nová Ves	28 min	133 min
Štúrovo	Szob	66 min	103 min
Komárno	Komárom	94 min	71 min
Rusovce	Rajka	161 min	179 min
Biharkeresztes	Oradea	87 min	100 min
Lőkösháza	Curtici	42 min	494 min
Giurgiu Nord	Ruse	28 min	83 min
Golenti	Vidin tovarna	24 min	17 min

*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) **2024**

Between member states		Between operational points		Avg. Planned dwell time (min.)	Avg. Real dwell time (min.)
Netherlands	Germany	Oldenzaal	Bad Bentheim	15 min	16 min
Netherlands	Germany	Zevenaar Oost	Emmerich	8 min	10 min
Belgium	Germany	Montzen	Aachen West	69 min	90 min
Germany	Czechia	Bad Schandau	Děčín	97 min	90 min
Germany	Poland	Frankfurt (Oder)	Rzepin	61 min	109 min
Netherlands	Belgium	Roosendaal	Essen	8 min	8 min
Netherlands	Belgium	Sas van Gent**	Zelzate	1 min	0 min
Poland	Lithuania	Trakiszki***	Mockava	45 min	51 min
Lithuania	Latvia	Joniškis	Meitene	not available	not available
Lithuania	Latvia	Turmantas	Kurcums	not available	not available
Latvia	Estonia	Lugaži	Valga	not available	not available

The calculation of this KPI is based on the data in RNE's TIS. The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs.
Sas van Gent-Zelzate, data is only measured on the Belgian side. / * Measured on the Polish side due to data quality issues on the Lithuanian side. / ****Horka -Wegliniec is not published due to unreliable data

Dwell times in border sections (planned and clean/real) **2024**

Border	Avg. planned dwell (min.)	Avg. real dwell (min.)
Dobova - Savski Marof	96	228
Kalotina Zapad – Dimitrovgrad**	181	801
Rosenbach - Jesenice	85	140
Spielfeld-Straß - Šentilj	28	35
Tovarnik – Šid**	349	508

*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.
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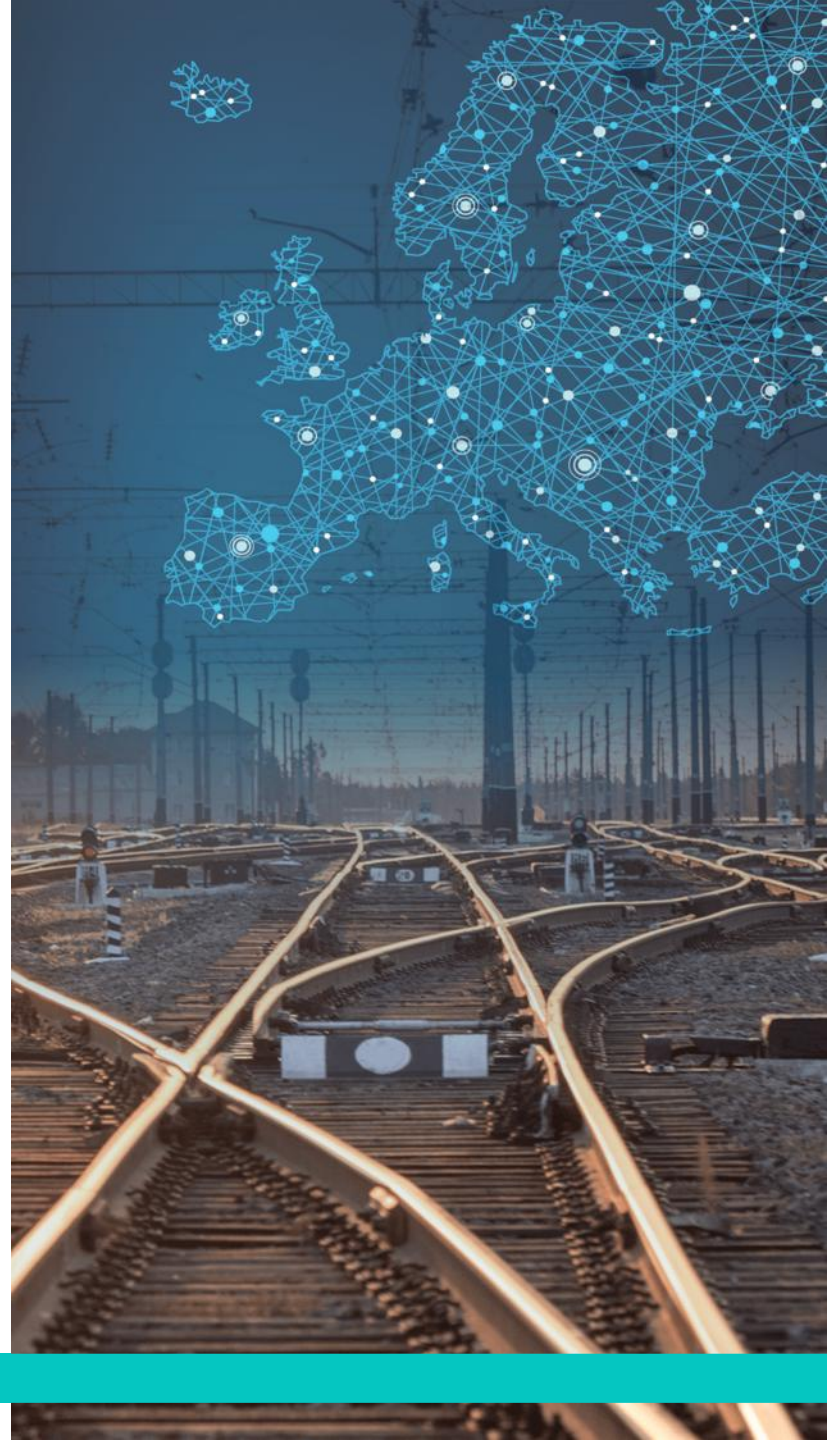
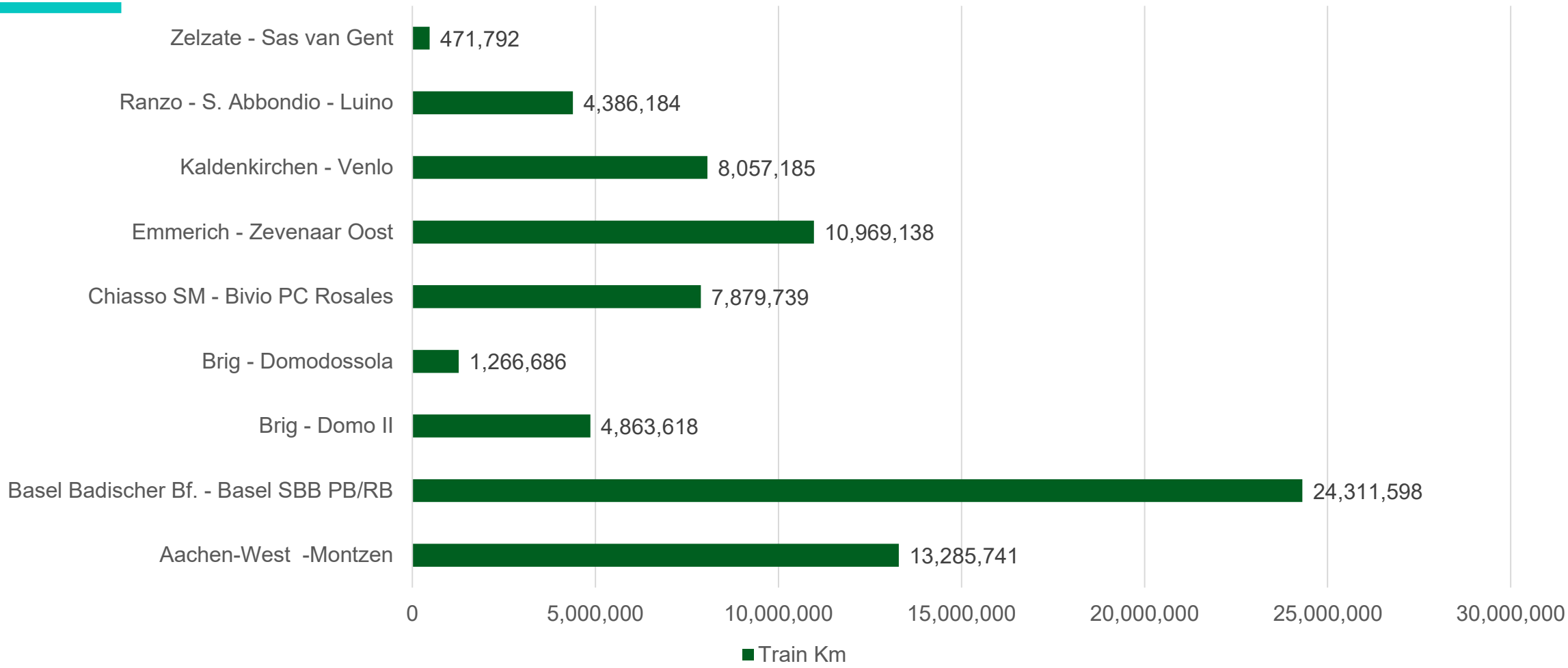
**Data for Border crossings Kalotina Zapad - Dimitrovgrad and Tovarnik - Šid are obtained from national IT systems

CORRIDOR MANAGEMENT

03 MARKET DEVELOPMENT for 2024



Train kilometers of trains per border 2024



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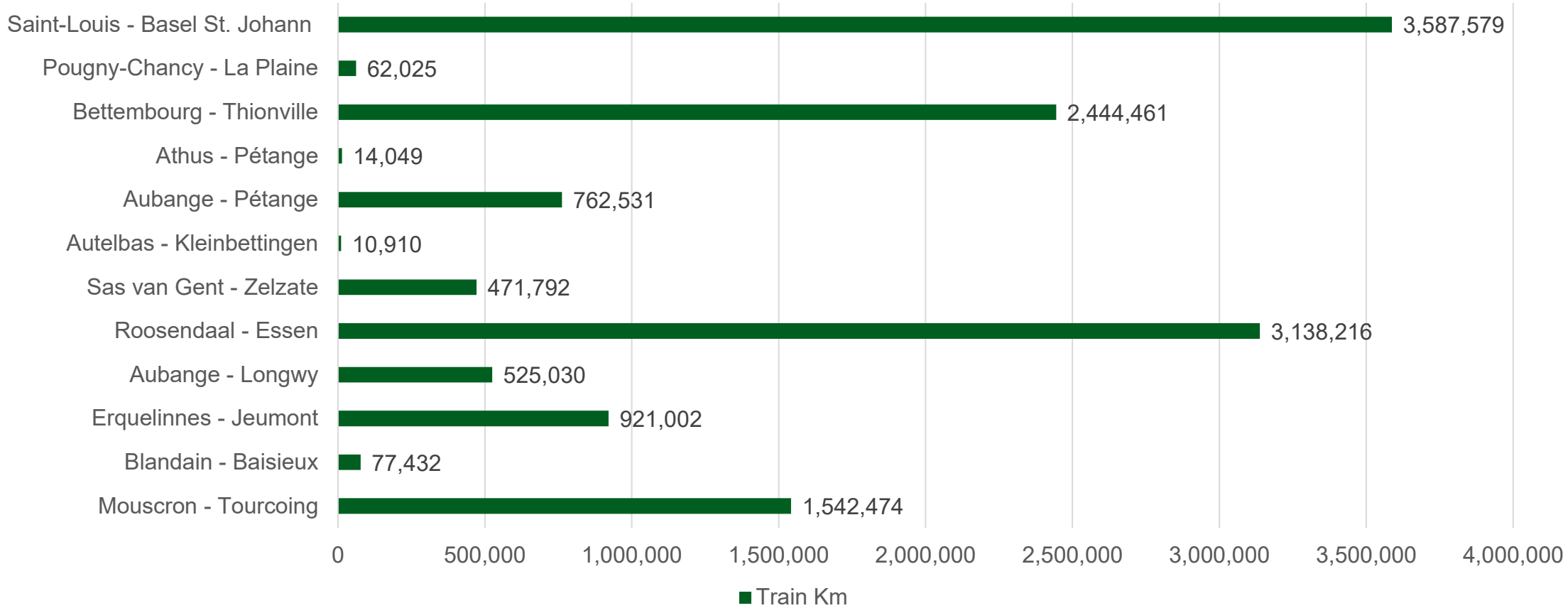
MARKET DEVELOPMENT for 2024

Train kilometers of trains per border 2024



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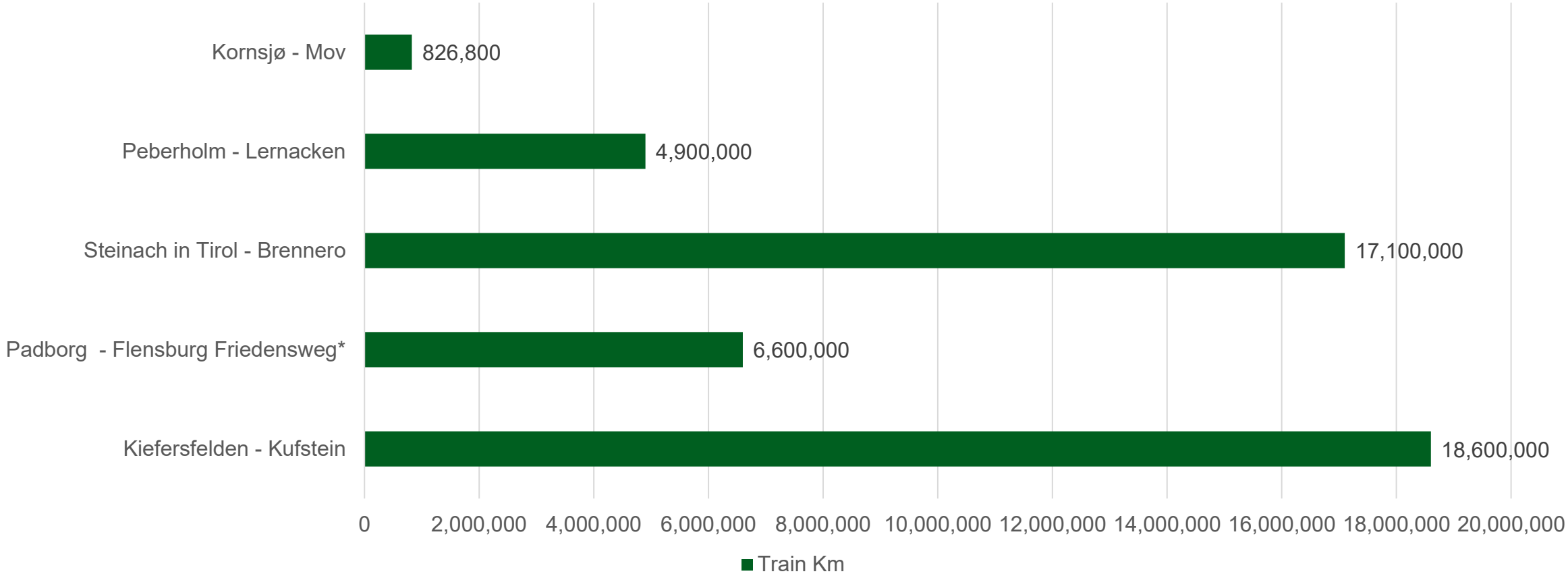
MARKET DEVELOPMENT for 2024

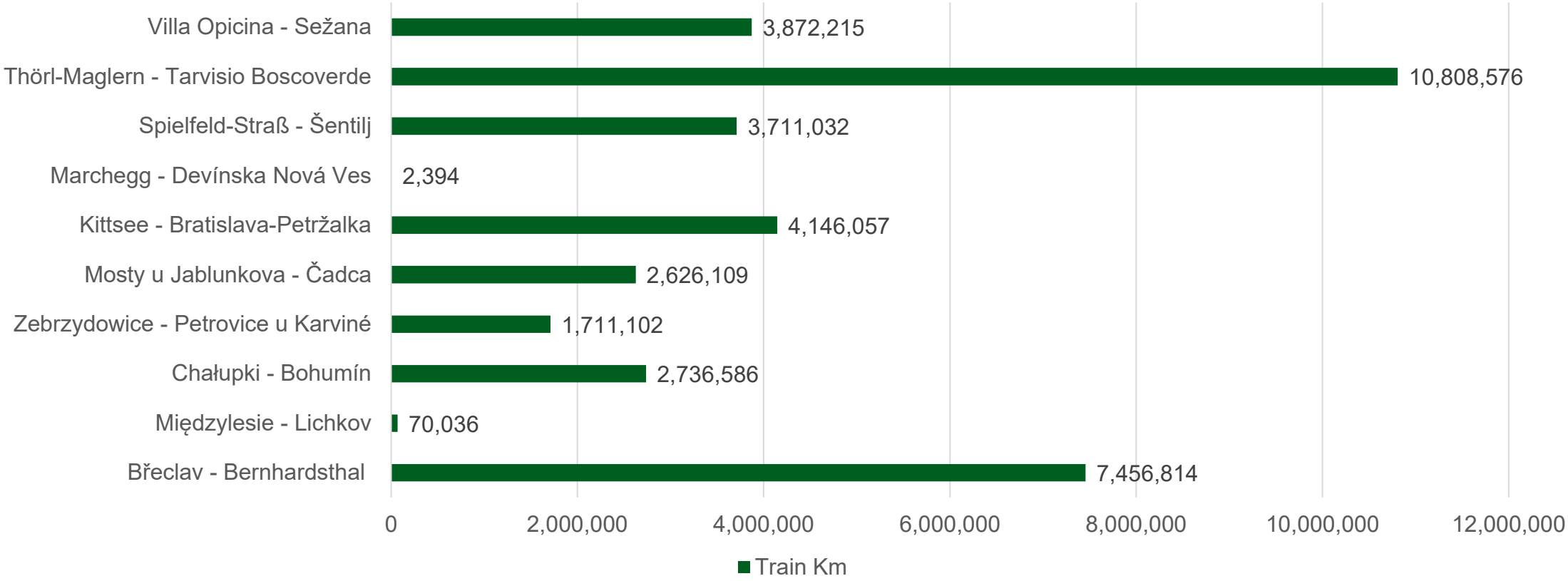
Train kilometers of trains per border 2024



*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. Train Kms are questionable: deviations up to 10% are possible

MARKET DEVELOPMENT for 2024

Train kilometers of trains per border 2024



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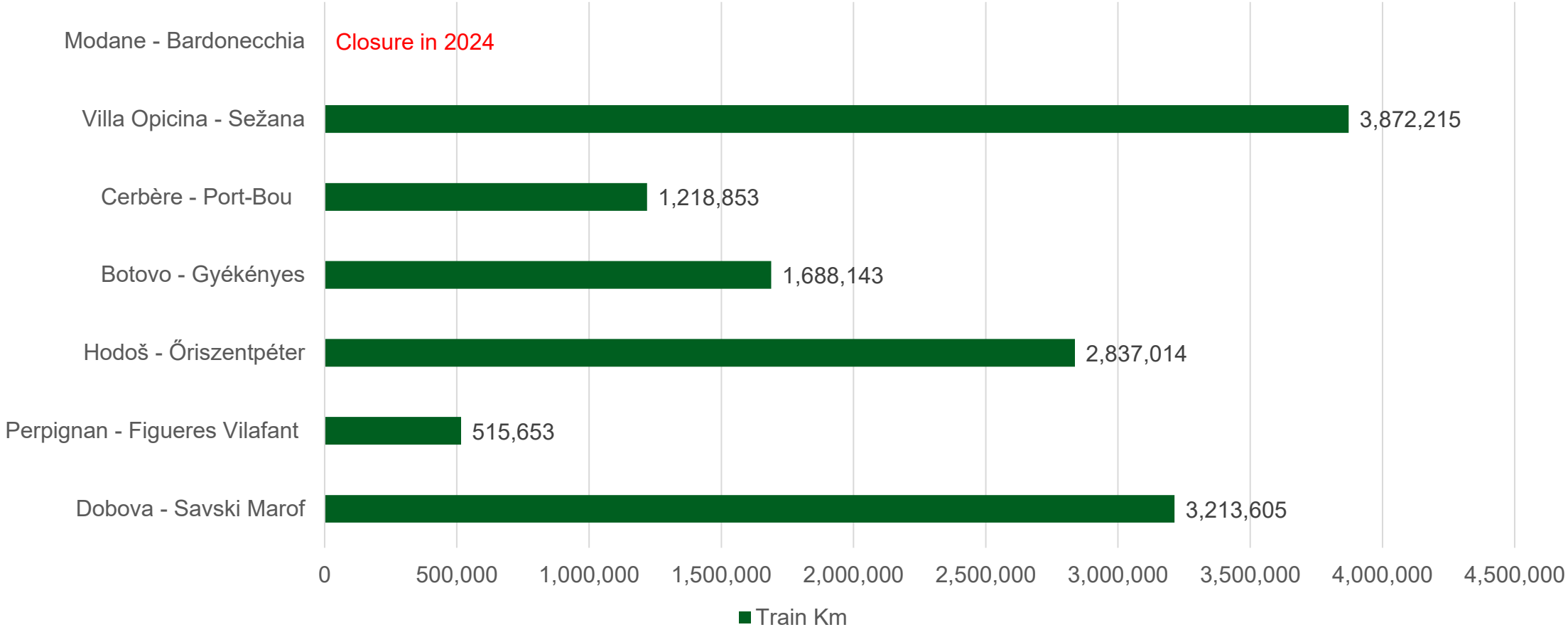
MARKET DEVELOPMENT for 2024

Train kilometers of trains per border 2024



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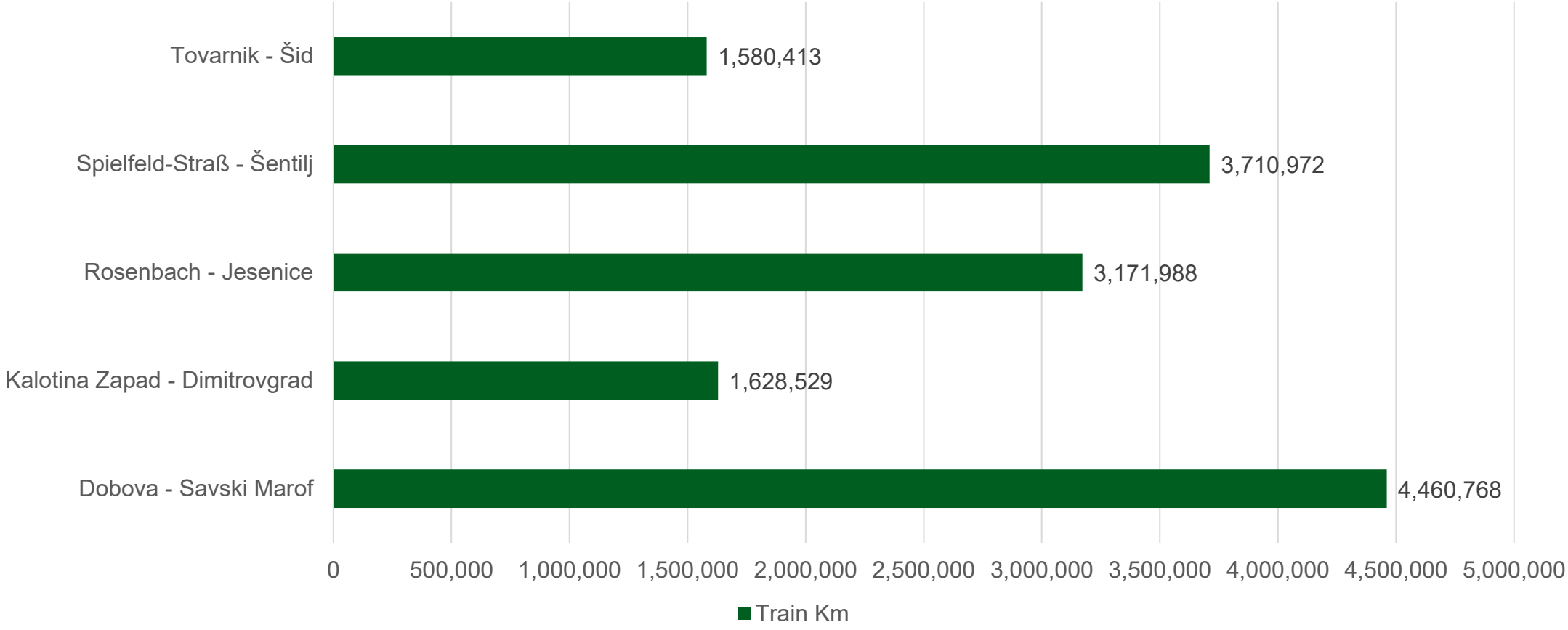
Train kilometers of trains per border 2024



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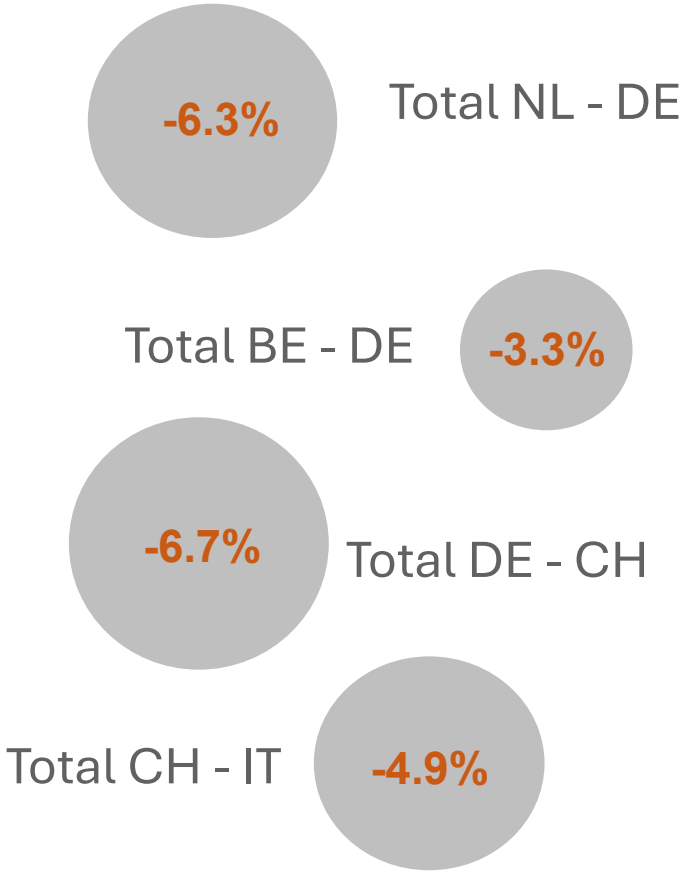
MARKET DEVELOPMENT for 2024

Number of trains per border*

	2022	2023	**2024**
Total NL - DE:	49,572	45,590	**42,734**
Total BE - DE:	21,777	22,232	**21,491**
Total DE - CH:	49,842	47,450	**44,276**
Total CH - IT:	45,960	43,644	**41,488**

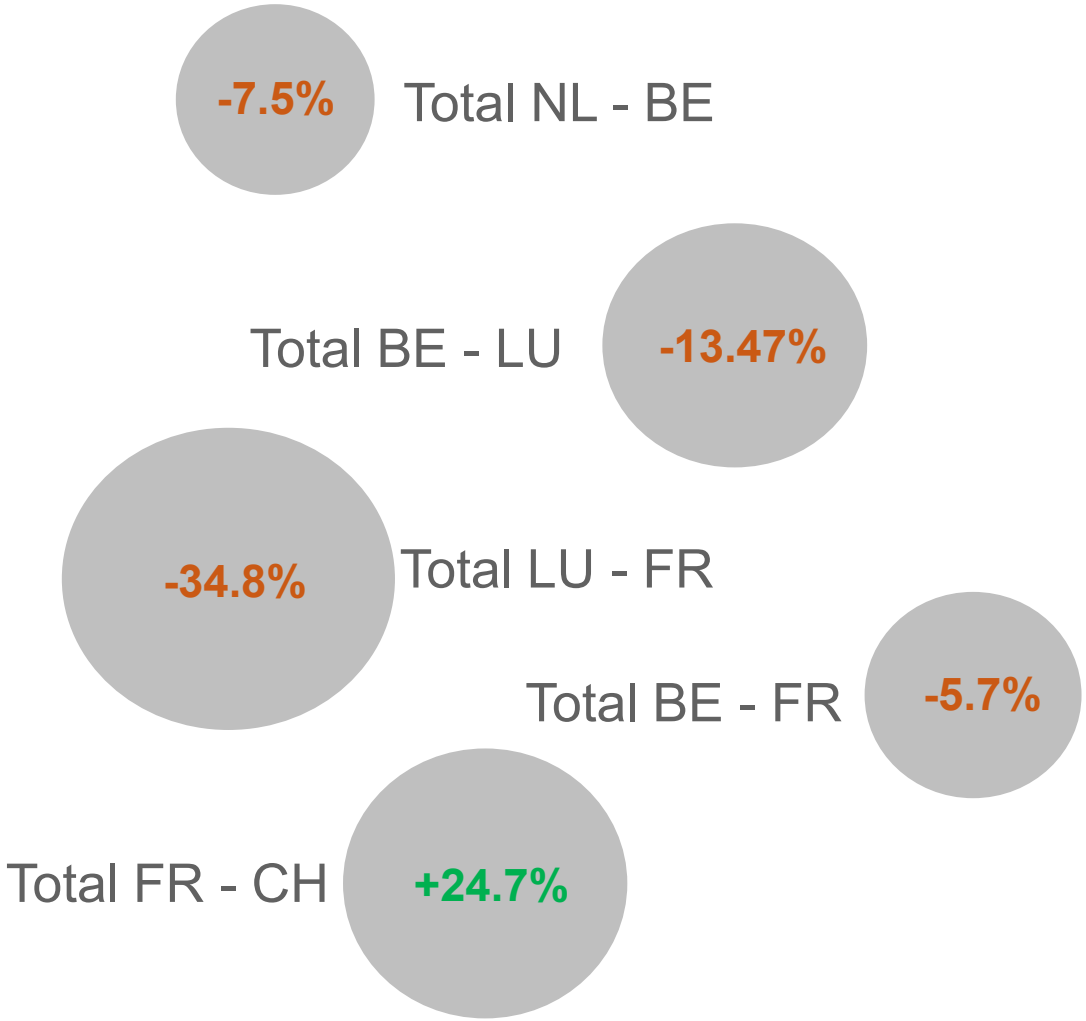


*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Number of trains per RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

MARKET DEVELOPMENT for 2024

Number of trains per border*

	2022	2023	**2024**
Total NL - BE:	8,465	8,230	**7,611**
Total BE - LU:	2,063	2,190	**1,895**
Total LU - FR:	5,842	5,394	**3,517**
Total BE - FR:	11,634	10,586	**10,967**
Total FR - CH:	5,642	5,322	**6,638**



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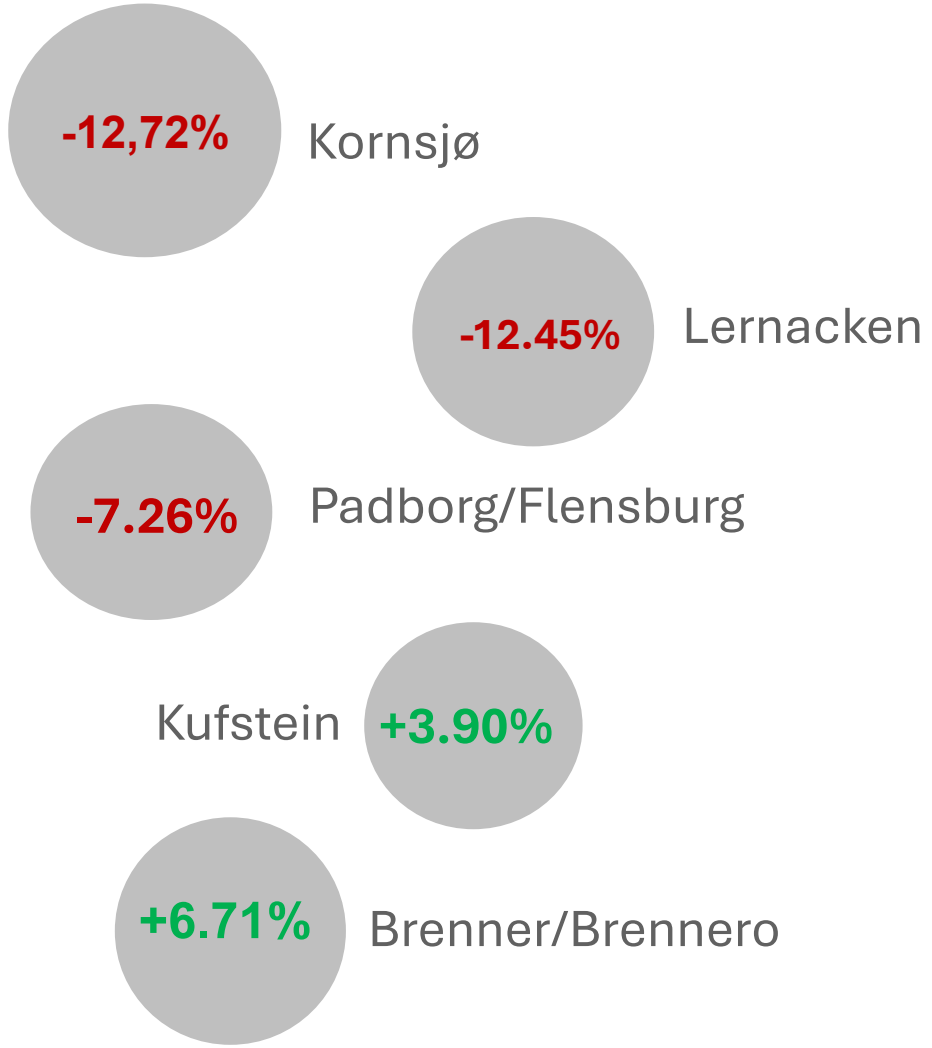
MARKET DEVELOPMENT for 2024

Number of trains per border *

	2022	2023	**2024**
Kornsjø:	1,401	1,438	**1,255**
Lernacken:	7,457	6,528	**6,528**
Padborg/Flensburg:	9,209	9,054	**8,396**
Kufstein:	24,768	22,261	**23,129**
Brenner/Brennero:	20,458	18,551	**19,797**

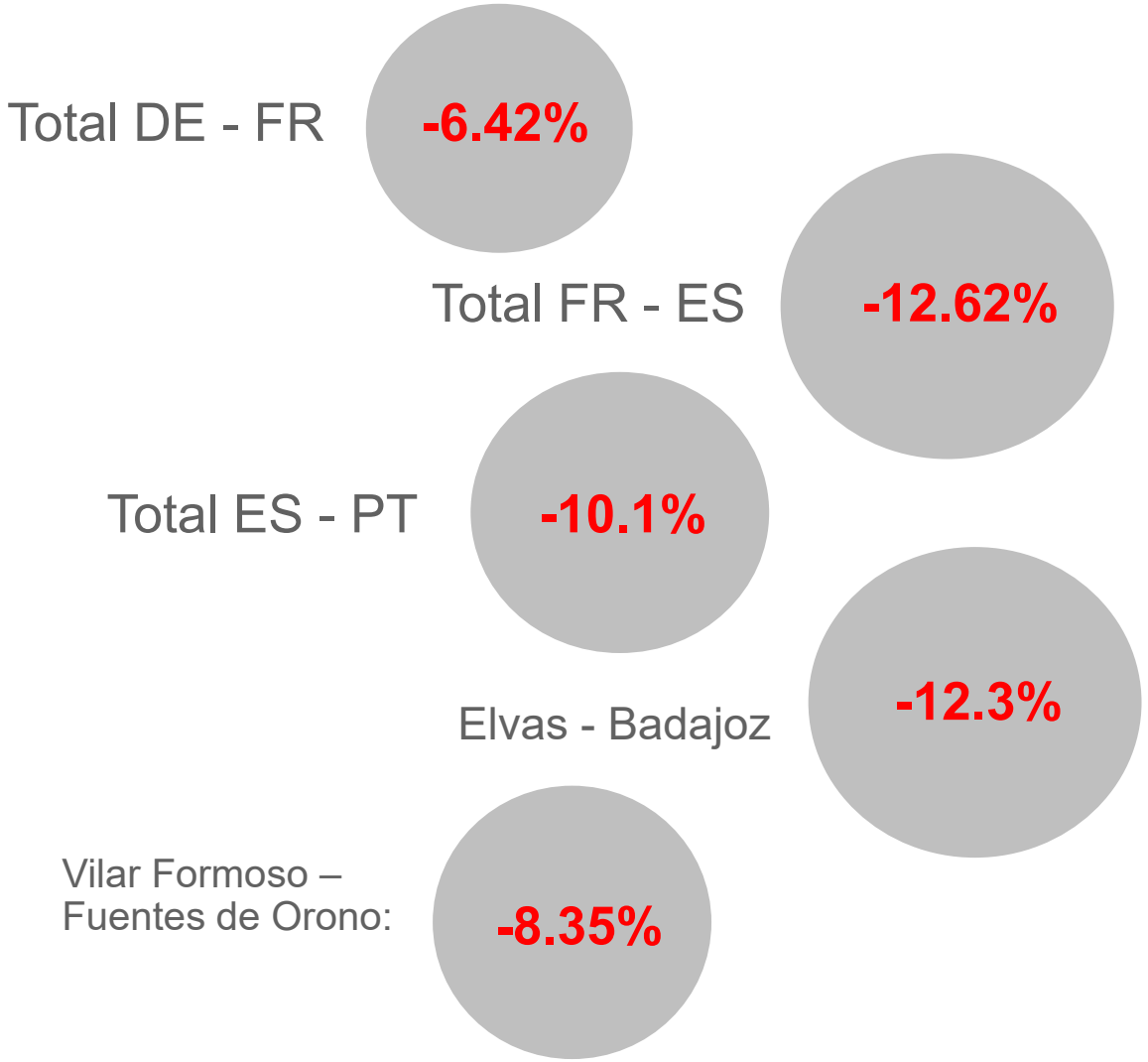


*The calculation of this KPI is based on data in IMs' systems except of Kornsjø and Lernacken based on TIS system. The total sum of the figures per border does not correspond to the figure of the KPI 'Number of trains per RFC' due to, among other reasons, the potential double-counting of trains crossing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

MARKET DEVELOPMENT for 2024

Number of trains per border *

	2022	2023	**2024**
Total DE - FR:	10,919	8,432	**8,974**
Total FR - ES:	2,488	2,487	**2,173**
Total ES - PT:	2,596	2,576	**2,316**
Elvas - Badajoz:	944	1,139	**999**
Vilar Formoso – Fuentes de Orono:	1,652	1,437	**1,317**

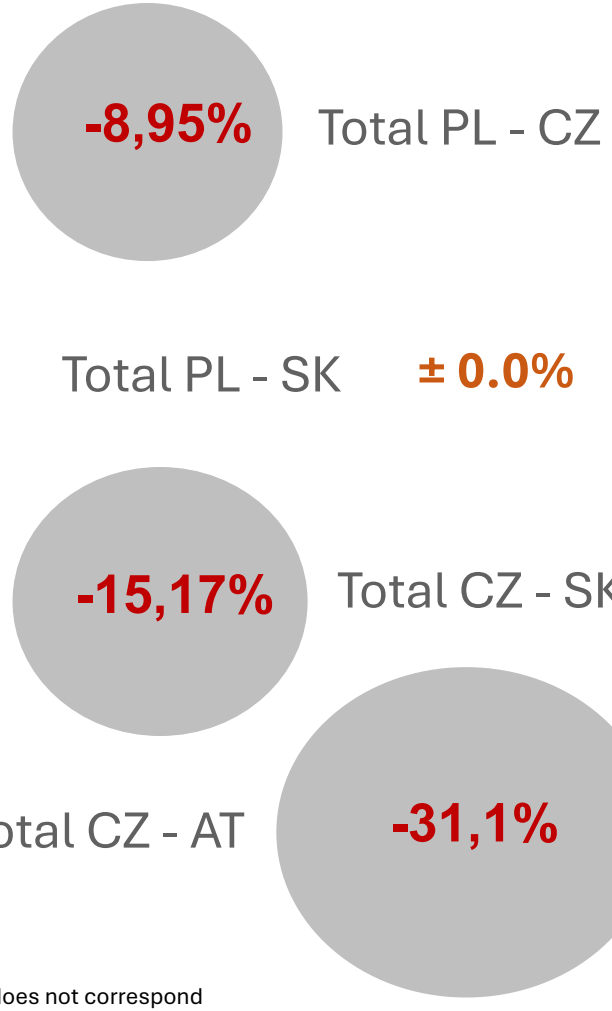


*The calculation of this KPI is based mainly on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

MARKET DEVELOPMENT for 2024

Number of trains per border Part 1 *

	2022	2023	**2024**
Total PL - CZ:	26,557	26,454	**24,085**
Total PL - SK:	0	0	**0**
Total CZ - SK:	13,520	12,418	**10,533**
Total CZ - AT:	12,027	12,694	**8,750**



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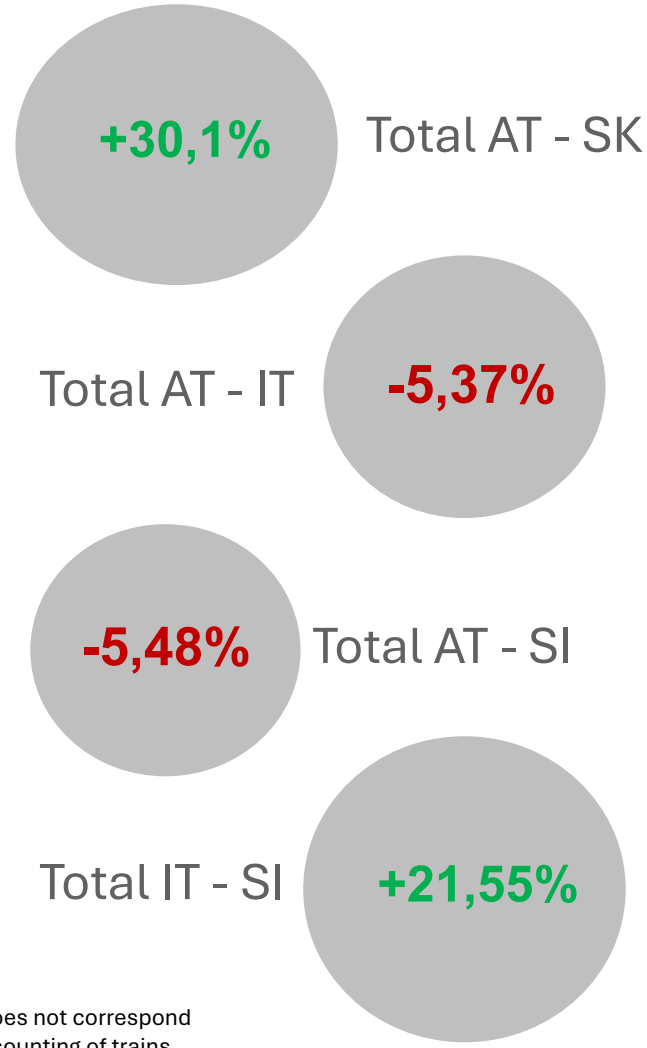
MARKET DEVELOPMENT for 2024

Number of trains per border – Part 2*

	2022	2023	**2024**
Total AT - SK:	8,749	9,685	**12,596**
Total AT - IT:	16,926	19,147	**18,117**
Total AT - SI:	9,154	7,910	**8,344**
Total IT - SI:	7,522	7,940	**9,651**



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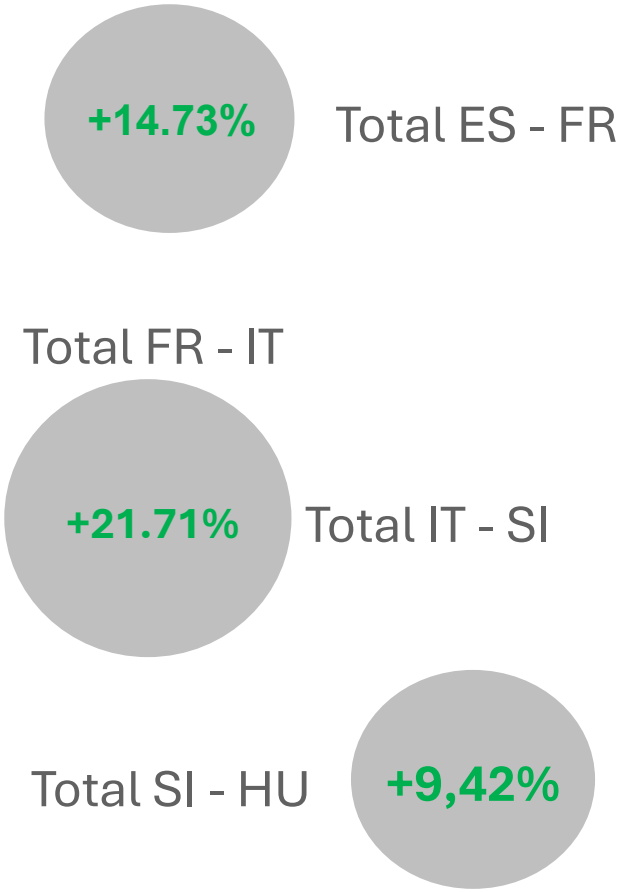
MARKET DEVELOPMENT for 2024

Number of trains per border – Part 1*

	2022	2023	**2024**
Total ES - FR:	4,682	3,678	**4,223**
Total FR - IT:	8,546	3,352	**CLOSURE OF THE BORDER IN 2024**
Total IT - SI:	7,522	7,612	**9,265**
Total SI - HU:	6,297	6,492	**7,104**



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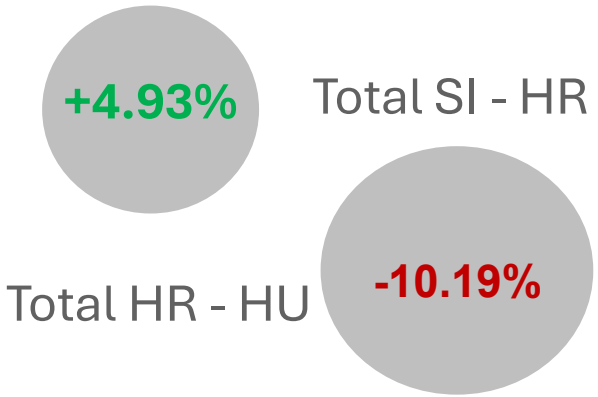
MARKET DEVELOPMENT for 2024

Number of trains per border – Part 2*

	2022	2023	**2024**
Total SI - HR:	7,058	8,009	**8,404**
Total HR - HU:	6,008	6,741	**6,054**



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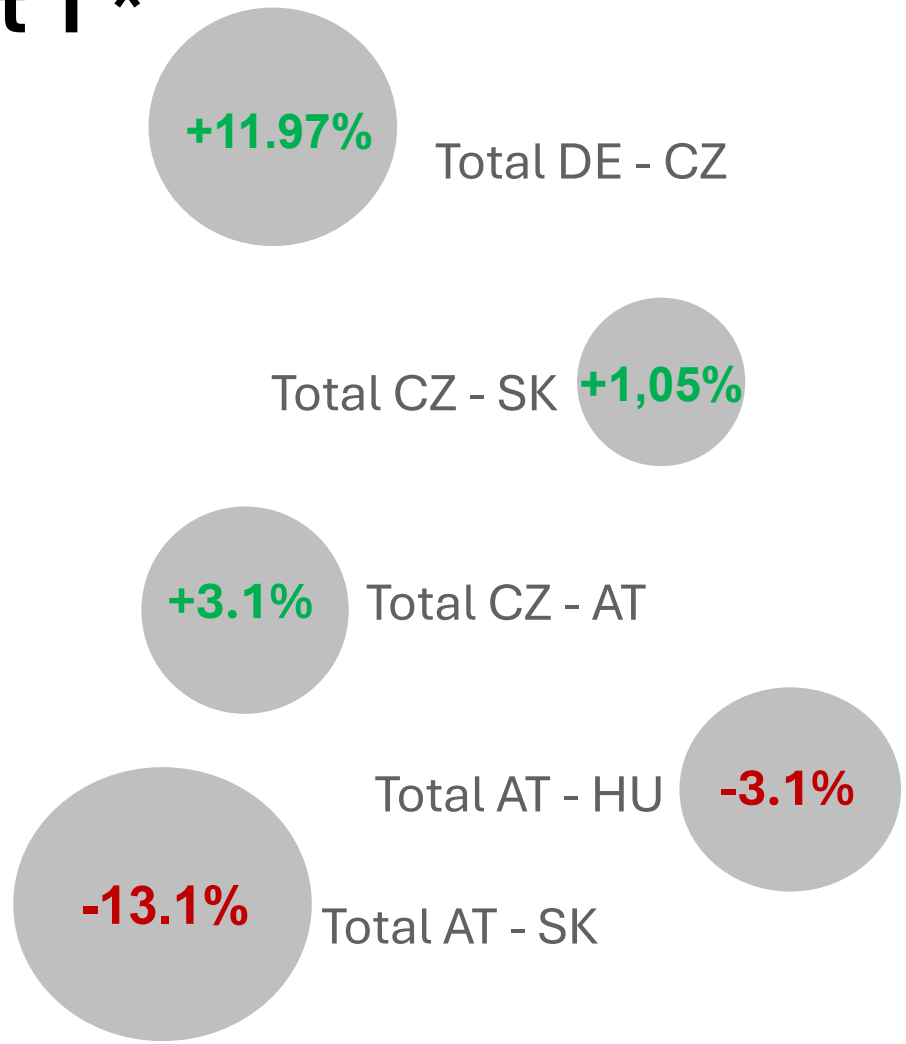
MARKET DEVELOPMENT for 2024

Number of trains per border - Part 1 *

	2022	2023	**2024**
Total DE - CZ:	26,675	27,447	**30,733**
Total CZ - SK:	16,688	13,992	**14,139**
Total CZ - AT:	12,027	12,692	**13,082**
Total AT - HU:	20,634	18,917	**18,338**
Total AT - SK:	8,749	9,685	**8,414**



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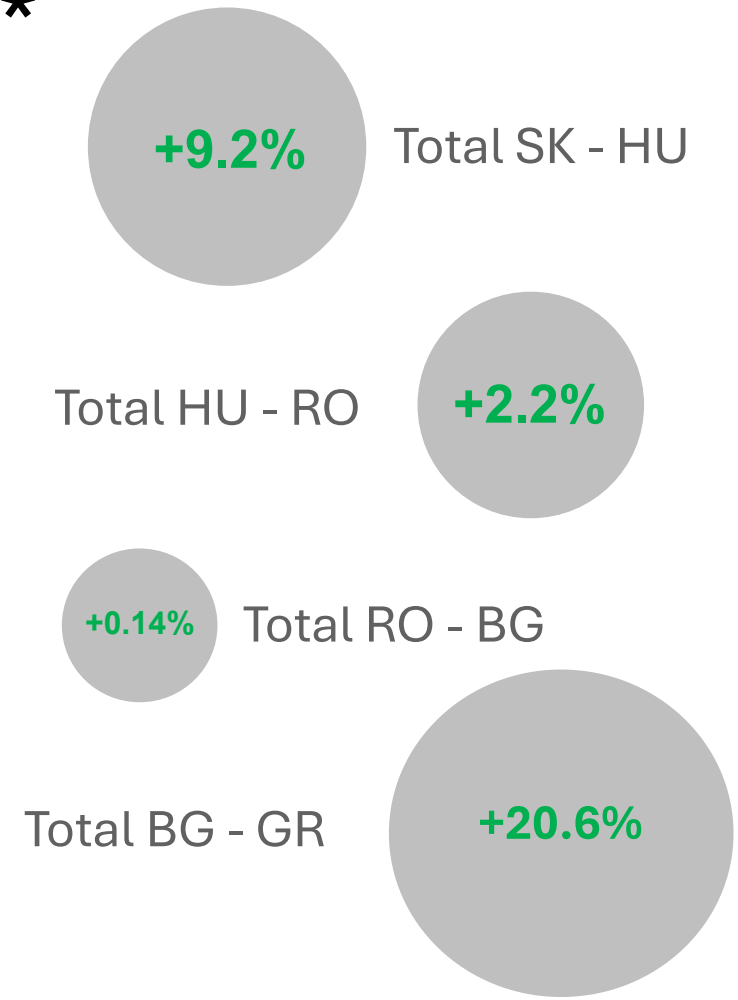
MARKET DEVELOPMENT for 2024

Number of trains per border – Part 2*

	2022	2023	**2024**
Total SK - HU:	16,759	15,160	**16,561**
Total HU - RO:	10,904	10,116	**10,336**
Total RO - BG:	4,269	4,183	**4,189**
Total BG - GR:	454	102	**123**



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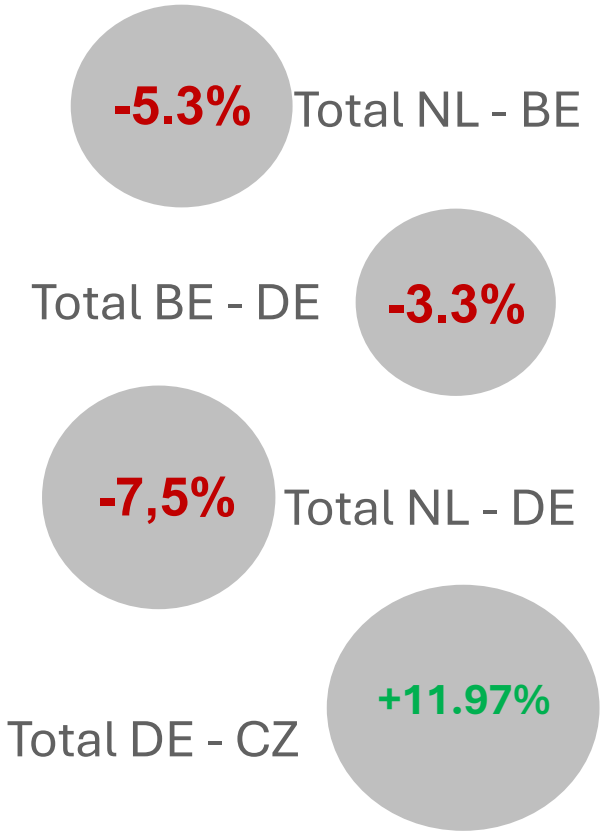
MARKET DEVELOPMENT for 2024

Number of trains per border – Part 1*

	2022	2023	**2024**
Total NL - BE:	8,465	6,720 1,510**	**7,797**
Total BE - DE:	21,777	22,232	**21,491**
Total NL – DE***:	49,572	46,187	**42,734**
Total DE - CZ:	26,675	27,447	**30,733**



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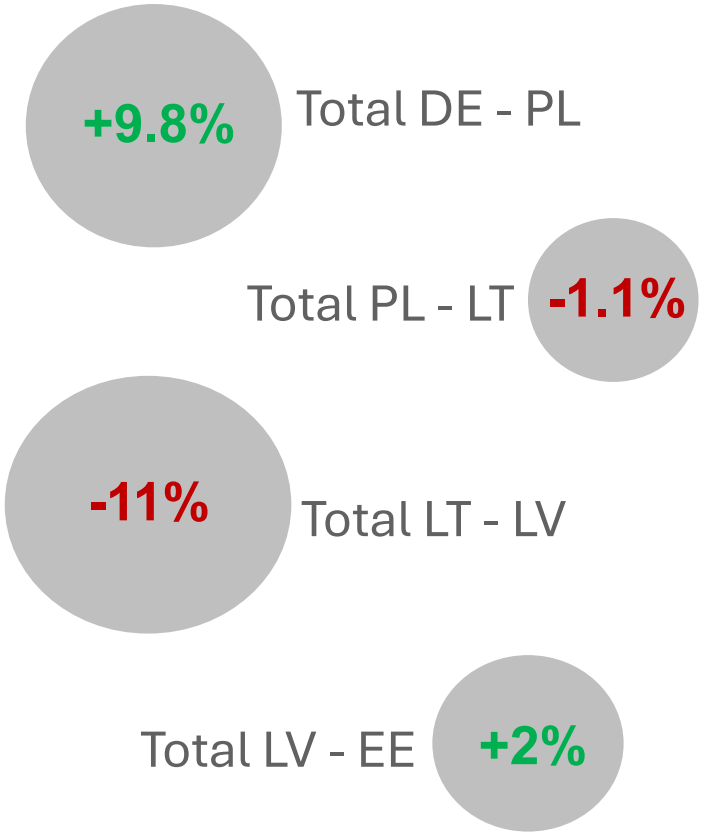
**6,720 (Essen – Roosendaal) - 1,510 Sas van Gent – Zelzate (This border pair was measured starting from 2023 onwards and is not comparable to previous years)
***NL-DE: Trains at Venlo-Kaldenkirchen are measured for this KPI as North Sea-Baltic trains can be re-routed using this border-pair.

MARKET DEVELOPMENT for 2024

Number of trains per border – Part 2*

	2022	2023	**2024**
Total DE - PL:	27,528	26,129	**28,690**
Total PL - LT:	1,666 506	2,350	**2,324**
Total LT - LV:	891	628	**559**
Total LV - EE:	830	506	**516**



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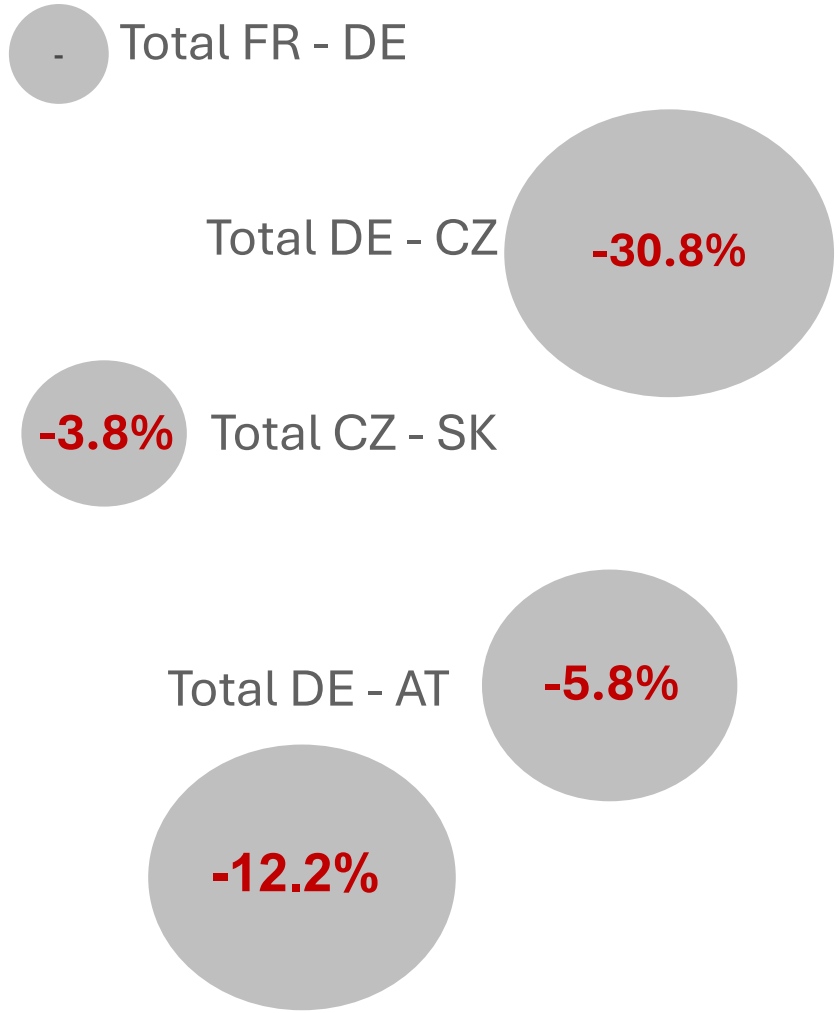
MARKET DEVELOPMENT for 2024

Number of trains per border – Part 1*

	2022	2023	**2024**
Total FR - DE:	1,951	N/A	**N/A**
Total DE - CZ:	3,053	2,811	**1,945**
Total CZ - SK:	14,465	14,270	**13,730**
Total DE - AT:	52,276	41,528	**39,096**
Trains per border: Mosty u J./Čadca H.Lideč/Lúky p.M.	14,270	13,730	**12,049**



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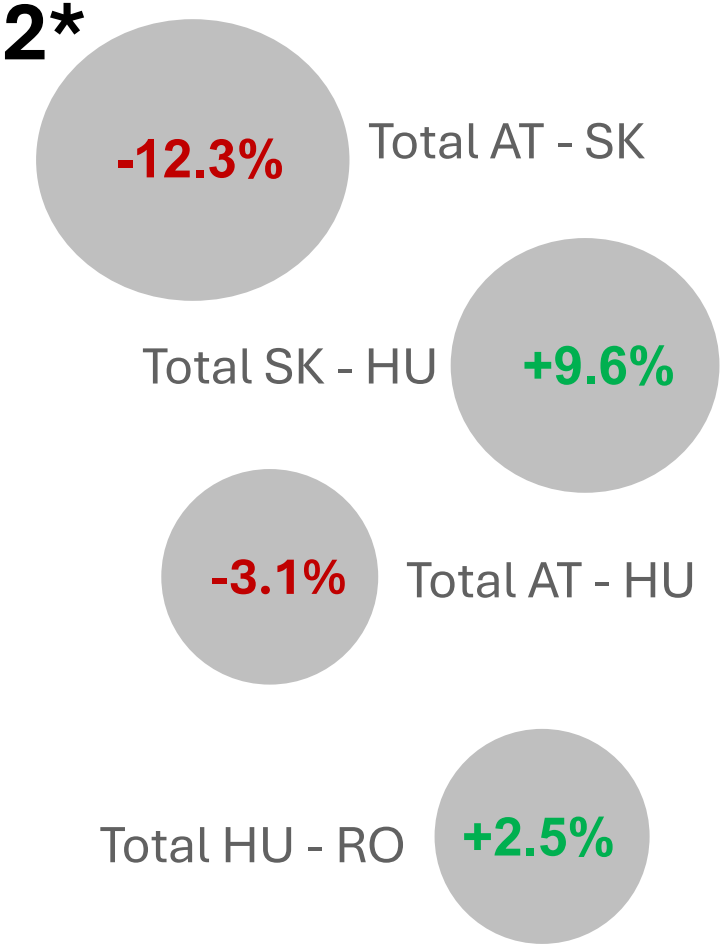
MARKET DEVELOPMENT for 2024

Number of trains per border – Part 2*

	2022	2023	**2024**
Total AT - SK:	8,604	9,571	**8,395**
Total SK - HU:	5,426	4,610	**5,054**
Total AT - HU:	20,634	18,917	**18,338**
Total HU - RO:	10,904	10,116	**10,366**



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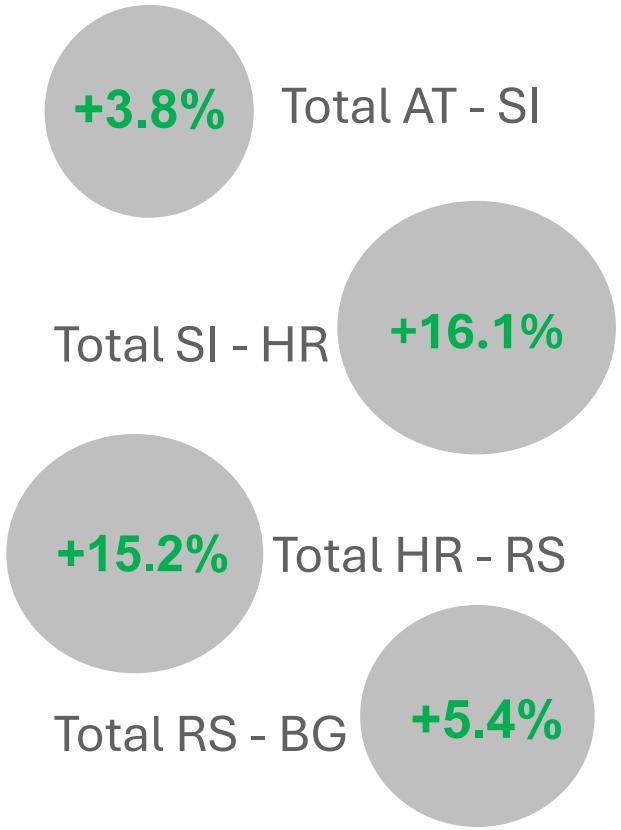
MARKET DEVELOPMENT for 2024

Number of trains per border *

	2022	2023	**2024**
Total AT - SI:	18,296	14,964	**15,528**
Total SI - HR:	7,058	7,245	**8,408**
Total HR - RS:	4,638	4,132	**4,762**
Total RS - BG:	4,090	3,711	**3,913**

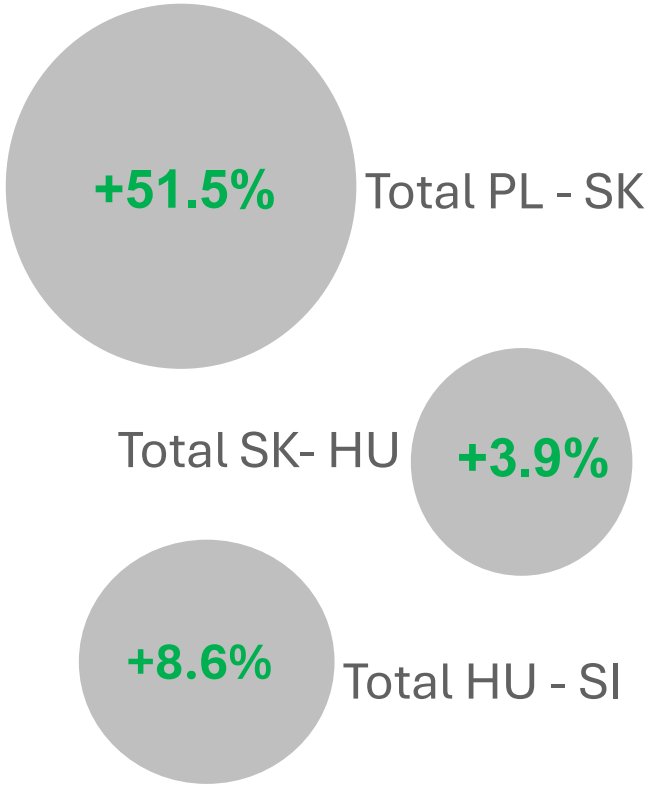


*The calculation of this KPI is based on data in IMs' systems except of "Total AT-SI. The total sum of the figures per border does not correspond to the figure of the KPI 'Number of trains per RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

MARKET DEVELOPMENT for 2024

Number of trains per border *

	2022	2023	**2024**
Total PL - SK:	1,972	1,337	**2,025**
Total SK - HU:	20,301	18,534	**19,261**
Total HU - SI:	6,297	6,544	**7,104**



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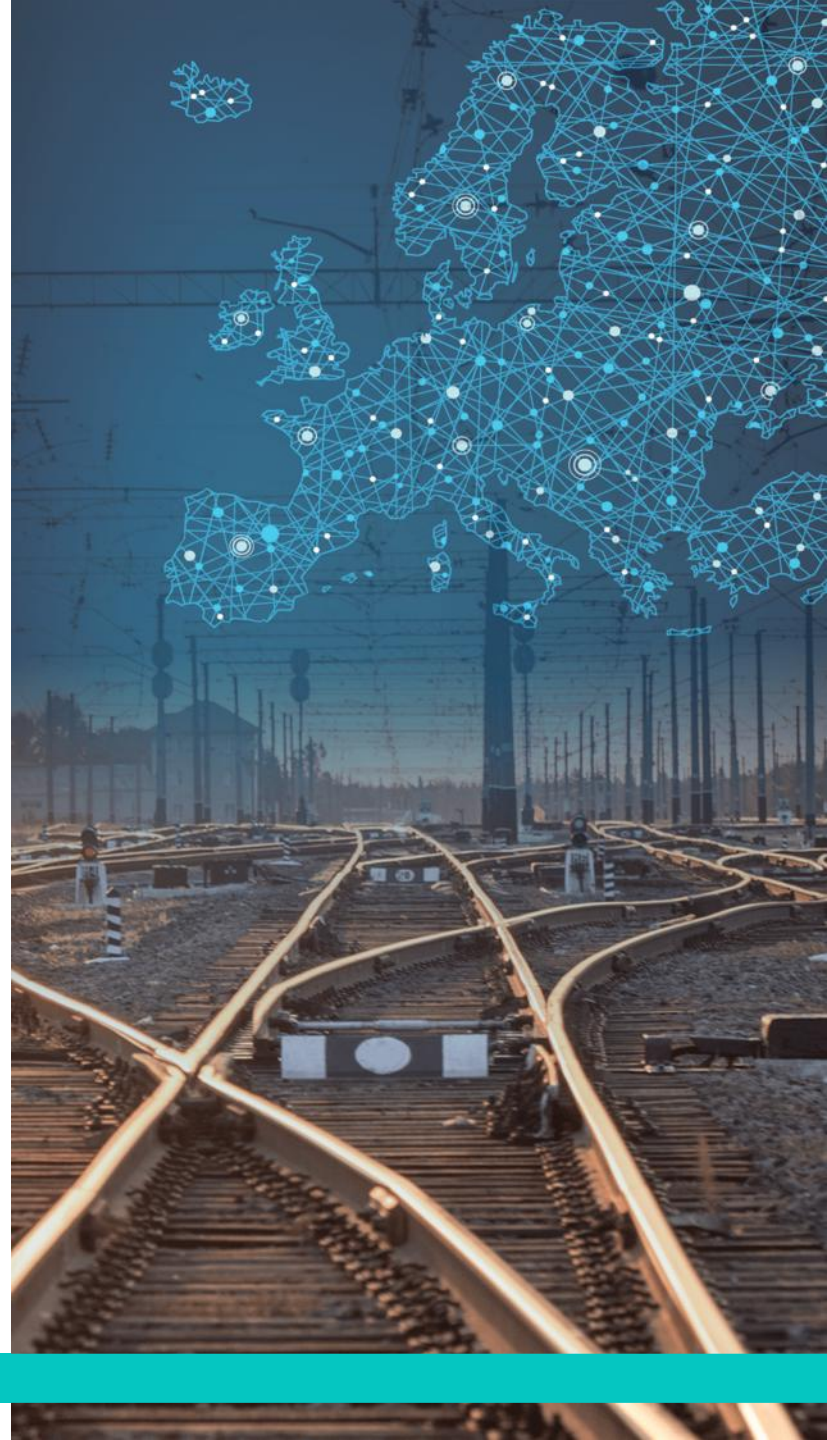
CORRIDOR MANAGEMENT

04 Ratio of capacity allocated by C-OSS for TT2025



Ratio of capacity allocated by C-OSS for TT2025

Allocated by C-OSS for TT2025

Location Code	Between member states		Between operational points		RFC(s) Involved	RFC Line Category	Allocated by C-OSS 2024 (for TT2025)
EU00084	Belgium	France	Mouscron	Tourcoing	RFC 2 North Sea-Mediterranean	Principal	71.0%
EU00085	Belgium	France	Blandain	Baisieux	RFC 2 North Sea-Mediterranean	Principal	39.0%
EU00087	Belgium	France	Erquelinnes	Jeumont	RFC 2 North Sea-Mediterranean	Principal	96.0%
	Belgium	France	Quévy	Feignies	RFC 2 North Sea-Mediterranean	Diversionary	83.0%
EU00088	Belgium	France	Aubange	Longwy	RFC 2 North Sea-Mediterranean	Principal	65.0%
EU00090	Netherlands	Belgium	Roosendaal	Essen	RFC 2 North Sea-Mediterranean	Principal	38.0%
EU00094	Netherlands	Belgium	Sas van Gent	Zelzate	RFC 2 North Sea-Mediterranean	Connecting	0.0
EU00096	Belgium	Luxembourg	Autelbas	Kleinbettingen	RFC 2 North Sea-Mediterranean	Diversionary	0.0
EU00097	Belgium	Luxembourg	Aubange	Pétange	RFC 2 North Sea-Mediterranean	Principal	85.0%
EU00098	Belgium	Luxembourg	Athus	Pétange	RFC 2 North Sea-Mediterranean	Connecting	0.0%
EU00099	Luxembourg	France	Pétange	Mont-St-Martin	RFC 2 North Sea-Mediterranean	Diversionary	0.0%
EU00102	Luxembourg	France	Bettembourg	Thionville	RFC 2 North Sea-Mediterranean	Principal	100.0%
EU00130	France	Switzerland	Pougny-Chancy	La Plaine	RFC 2 North Sea-Mediterranean	Principal	100.0%
EU00138	France	Switzerland	Saint-Louis	Basel St. Johann	RFC 2 North Sea-Mediterranean	Principal	100.0%

Ratio of capacity allocated by C-OSS for TT2025

Allocated by C-OSS for TT2025

Location Code	Between member states		Between operational points		RFC(s) Involved	RFC Line Category	Allocated by C-OSS 2024 (for TT2025)
EU00032	Germany	Austria	Kiefersfelden	Kufstein	RFC 3 ScanMed	Principal	0.6%
EU00059	Denmark	Germany	Padborg	Flensburg Friedensweg	RFC 3 ScanMed	Principal	37.3%
EU00115	Austria	Italy	Steinach in Tirol	Brennero	RFC 3 ScanMed	Principal	2.9%
EU00234	Norway	Sweden	Kornsjø	Mon	RFC 3 ScanMed	Principal	0.0%

Ratio of capacity allocated by C-OSS for TT2025

Allocated by C-OSS for TT2025

Location Code	Between member states		Between operational points		RFC(s) Involved	RFC Line Category	Allocated by C-OSS 2024 (for TT2025)
EU00012	France	Germany	Forbach	Saarbrücken	RFC 4 Atlantic	Principal	14.7%%
EU00119	France	Spain	Hendaye	Irún	RFC 4 Atlantic	Principal	62,46%
EU00124	Portugal	Spain	Vilar Formoso	Fuente de Oñoro	RFC 4 Atlantic	Principal	44,64%
EU00125	Portugal	Spain	Elvas	Badajoz	RFC 4 Atlantic	Principal	31,78%

Ratio of capacity allocated by C-OSS for TT2025

Allocated by C-OSS for TT2025

Location Code	Between member states		Between operational points		RFC(s) Involved	RFC Line Category	Allocated by C-OSS 2024 (for TT2025)
EU00063	Czechia	Austria	Břeclav	Bernhardsthal	RFC 5 Baltic-Adriatic	Principal	5,6% (RFC5)
EU00069	Poland	Czechia	Międzylesie	Lichkov	RFC 5 Baltic-Adriatic	Diversionary	0.0%
EU00073	Poland	Czechia	Chałupki	Bohumín	RFC 5 Baltic-Adriatic	Principal	3.2%
EU00074	Poland	Czechia	Zebrzydowice	Petrovice u Karviné	RFC 5 Baltic-Adriatic	Principal	2.2%
EU00082	Czechia	Slovakia	Mosty u Jablunkova	Čadca	RFC 5 Baltic-Adriatic	Principal	4.6%
EU00109	Austria	Slovakia	Kittsee	Bratislava-Petržalka	RFC 5 Baltic-Adriatic	Principal	5,2% (RFC5)
EU00110	Austria	Slovakia	Marchegg	Devínska Nová Ves	RFC 5 Baltic-Adriatic	Principal	0% (RFC5)
EU00113	Austria	Slovenia	Spielfeld-Straß	Šentilj	RFC 5 Baltic-Adriatic	Principal	7,5% (RFC5)
EU00116	Austria	Italy	Thörl-Maglern	Tarvisio Boscoverde	RFC 5 Baltic-Adriatic	Principal	5,6%
EU00151	Italy	Slovenia	Villa Opicina	Sežana	RFC 5 Baltic-Adriatic	Principal	0.0%
EU00158	Poland	Slovakia	Zwardoń	Skalité	RFC 5 Baltic-Adriatic	Principal	0.0%

Ratio of capacity allocated by C-OSS for TT2025

Allocated by C-OSS for TT2025

Location Code	Between member states		Between operational points		RFC(s) Involved	RFC Line Category	Allocated by C-OSS 2024 (for TT2025)
EU00120	France	Spain	Cerbère	PortBou	RFC 6 Mediterranean	Principal	77.0%
EU00121	France	Spain	SNCF Réseau/LFP	Límite LFP/ADIF	RFC 6 Mediterranean	Principal	95.0%
EU00127	France	Italy	Modane	Bardonecchia	RFC 6 Mediterranean	Principal	65.0%
EU00151	Italy	Slovenia	Villa Opicina	Sežana	RFC 6 Mediterranean	Principal	14.0%
EU00185	Slovenia	Hungary	Hodoš	Őriszentpéter	RFC 6 Mediterranean	Principal	50.5%
*EU00192**	*Hungary*	*Ukraine*	*Záhony*	*Chop*	*RFC 6 Mediterranean*	*Principal*	
EU00201	Croatia	Hungary	Botovo	Gyékényes	RFC 6 Mediterranean	Principal	5.0%
EU00216	Slovenia	Croatia	Dobova	Savski Marof	RFC 6 Mediterranean	Principal	10,2% (RFC6) 2,4% (RFC10) Combined 12,6%

Ratio of capacity allocated by C-OSS for TT2025

Allocated by C-OSS for TT2025

Location Code	Between member states		Between operational points		RFC(s) Involved	RFC Line Category	Allocated by C-OSS 2024 (for TT2025)
EU00043	Germany	Czechia	Bad Schandau	Děčín	RFC 7 Orient/East Med	Principal	7.0%
EU00063	Czechia	Austria	Břeclav	Bernhardsthal	RFC 7 Orient/East Med	Principal	5,6% (RFC5)
EU00081	Czechia	Slovakia	Lanžhot	Kúty	RFC 7 Orient/East Med	Principal	6.4%
EU00103	Austria	Hungary	Baumgarten	Sopron	RFC 7 Orient/East Med	Principal	0.0%
EU00104	Austria	Hungary	Loipersbach	Sopron	RFC 7 Orient/East Med	Diversionary	0.0%
EU00105	Austria	Hungary	Nickelsdorf	Hegyeshalom	RFC 7 Orient/East Med	Principal	13.1%
EU00109	Austria	Slovakia	Kittsee	Bratislava-Petržalka	RFC 7 Orient/East Med	Diversionary	5,2% (RFC5)
EU00110	Austria	Slovakia	Marchegg	Devínska Nová Ves	RFC 7 Orient/East Med	Diversionary	0% (RFC5)
EU00170	Slovakia	Hungary	Štúrovo	Szob	RFC 7 Orient/East Med	Principal	43.0%
EU00171	Slovakia	Hungary	Komárno	Komárom	RFC 7 Orient/East Med	Principal	49.5%
EU00172	Slovakia	Hungary	Rusovce	Rajka	RFC 7 Orient/East Med	Principal	11.5%
EU00187	Bulgaria	Greece	Svilengrad	Dikea	RFC 7 Orient/East Med	Diversionary	0.0%
EU00188	Bulgaria	Greece	Kulata	Promachon	RFC 7 Orient/East Med	Principal	0.0%
EU00194	Hungary	Romania	Biharkeresztes	Episcopia Bihor	RFC 7 Orient/East Med	Diversionary	26.4%
EU00196	Hungary	Romania	Lőkösháza	Curtici	RFC 7 Orient/East Med	Principal	89.7%
EU00207	Romania	Bulgaria	Giurgiu Nord	Ruse	RFC 7 Orient/East Med	Diversionary	22.1%
EU00208	Romania	Bulgaria	Golenti	Vidin tovarna	RFC 7 Orient/East Med	Principal	0.0%

Ratio of capacity allocated by C-OSS for TT2025

Allocated by C-OSS for TT2025

Location Code	Between member states		Between operational points		RFC(s) Involved	RFC Line Category	Allocated by C-OSS 2024 (for TT2025)
EU00002	Netherlands	Germany	Oldenzaal	Bad Bentheim	RFC 8 North Sea-Baltic	Principal	12.0%
EU00004	Netherlands	Germany	Zevenaar Oost	Emmerich	RFC 8 North Sea-Baltic	Principal	4.0%
EU00007	Belgium	Germany	Montzen	Aachen West	RFC 8 North Sea-Baltic	Principal	1.0%
EU00043	Germany	Czechia	Bad Schandau	Děčín	RFC 8 North Sea-Baltic	Principal	7.0%
EU00050	Germany	Poland	Horka	Węgliniec	RFC 8 North Sea-Baltic	Principal	4.0%
EU00053	Germany	Poland	Frankfurt (Oder)	Rzepin	RFC 8 North Sea-Baltic	Principal	7.0%
EU00090	Netherlands	Belgium	Roosendaal	Essen	RFC 8 North Sea-Baltic	Principal	19.0%
EU00142	Poland	Lithuania	Trakiszki	Mockava	RFC 8 North Sea-Baltic	Principal	25.0%
EU00145	Lithuania	Latvia	Joniškis	Meitene	RFC 8 North Sea-Baltic	Principal	14.0%
EU00147	Lithuania	Latvia	Turmantas	Kurcums	RFC 8 North Sea-Baltic	Diversionary	N/A
EU00205	Latvia	Estonia	Lugaži	Valga	RFC 8 North Sea-Baltic	Principal	0.0%

Ratio of capacity allocated by C-OSS for TT2025

Allocated by C-OSS for TT2025

Location Code	Between member states		Between operational points		RFC(s) Involved	RFC Line Category	Allocated by C-OSS 2024 (for TT2025)
EU00016	France	Germany	Strasbourg	Kehl	RFC 9 Rhine-Danube	Principal	0.0%
EU00033	Germany	Austria	Freilassing	Salzburg	RFC 9 Rhine-Danube	Principal	1.0%
EU00035	Germany	Austria	Passau	Wernstein	RFC 9 Rhine-Danube	Principal	3.5%
EU00037	Germany	Czechia	Schirnding	Cheb	RFC 9 Rhine-Danube	Principal	0.0%
EU00038	Germany	Czechia	Furth im Wald	Česká Kubice	RFC 9 Rhine-Danube	Principal	0.0%
EU00103	Austria	Hungary	Baumgarten	Sopron	RFC 9 Rhine-Danube	Principal	0.0%
EU00105	Austria	Hungary	Nickelsdorf	Hegyeshalom	RFC 9 Rhine-Danube	Principal	13.1%
EU00109	Austria	Slovakia	Kittsee	Bratislava-Petržalka	RFC 9 Rhine-Danube	Principal	0.0%
EU00172	Slovakia	Hungary	Rusovce	Rajka	RFC 9 Rhine-Danube	Principal	11.5%
EU00194	Hungary	Romania	Biharkeresztes	Episcopia Bihor	RFC 9 Rhine-Danube	Diversionary	26.4%
EU00196	Hungary	Romania	Lőkösháza	Curtici	RFC 9 Rhine-Danube	Principal	89,7%

Ratio of capacity allocated by C-OSS for TT2025

Allocated by C-OSS for TT2025

Location Code	Between member states		Between operational points		RFC(s) Involved	RFC Line Category	Allocated by C-OSS 2024 (for TT2025)
EU00112	Austria	Slovenia	Rosenbach	Jesenice	RFC 10 Alpine-Western Balkan	Principal	1,6%
EU00113	Austria	Slovenia	Spielfeld-Straß	Šentilj	RFC 10 Alpine-Western Balkan	Principal	7,5% (RFC5) 4,1% (RFC10) **Combined: 11,6%**
EU00211	Serbia	Bulgaria	Dimitrovgrad	Kalotina Zapad	RFC 10 Alpine-Western Balkan	Principal	0,0%
*EU00212**	*Bulgaria*	*Turkey*	*Svilengrad*	*Kapikule*	*RFC 10 Alpine-Western Balkan*	*Principal*	*N/A*
EU00216	Slovenia	Croatia	Dobova	Savski Marof	RFC 10 Alpine-Western Balkan	Principal	10,2% (RFC6) 2,4% (RFC10) Combined 12,6%
EU00226	Croatia	Serbia	Tovarnik	Šid	RFC 10 Alpine-Western Balkan	Principal	1,6%

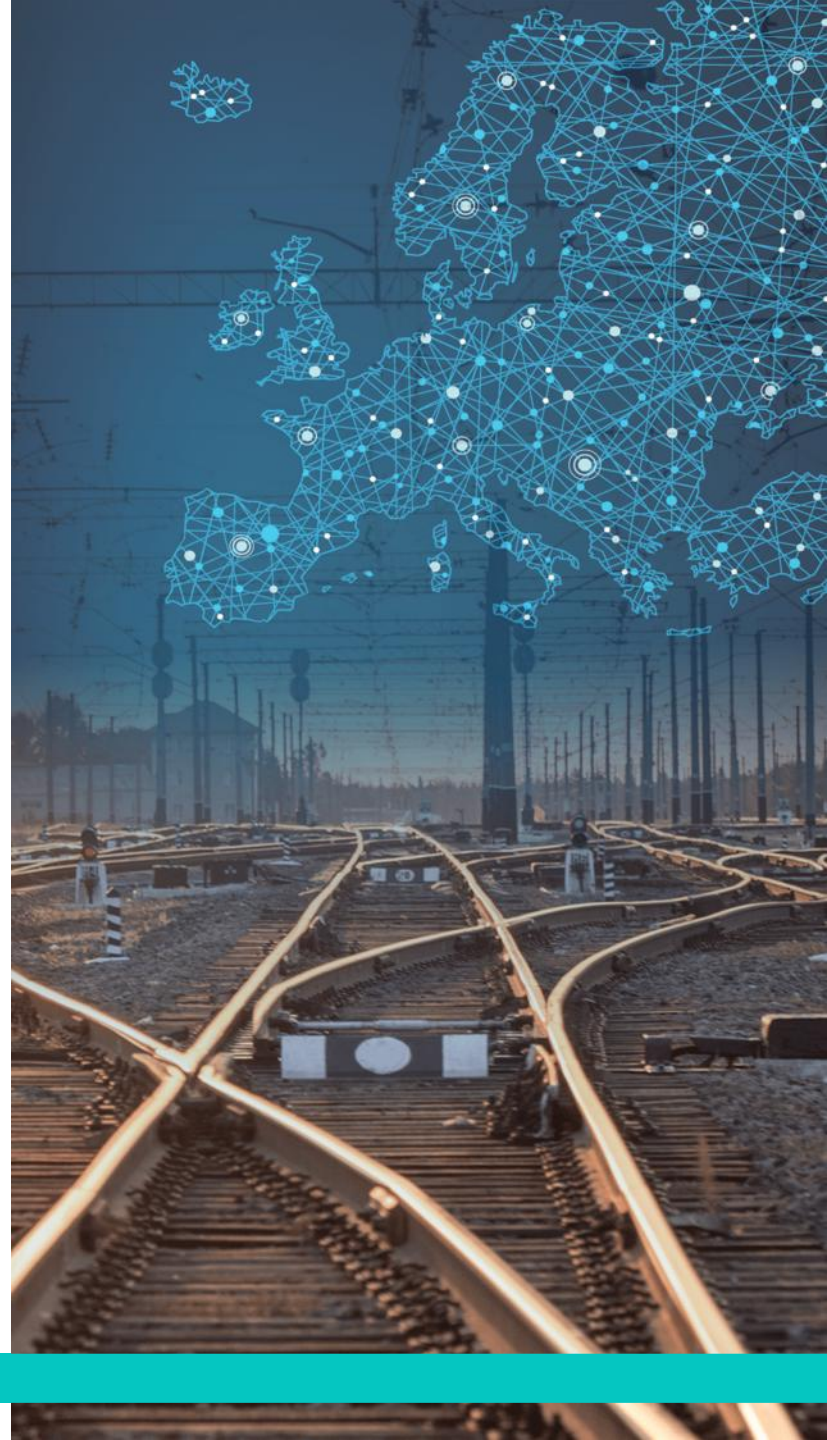
Ratio of capacity allocated by C-OSS for TT2025

Allocated by C-OSS for TT2025

Location Code	Between member states		Between operational points		RFC(s) Involved	RFC Line Category	Allocated by C-OSS 2024 (for TT2025)
EU00158	Poland	Slovakia	Zwardoń	Skalité	RFC 11 Amber	Principal	0.0%
EU00159	Poland	Slovakia	Muszyna	Plaveč	RFC 11 Amber	Principal	70.3%
EU00164	Slovakia	Hungary	Slovenské Nové Mesto	Sátoraljaújhely	RFC 11 Amber	Diversionary	0.0%
EU00165	Slovakia	Hungary	Čaňa	Hidasnémeti	RFC 11 Amber	Principal	0.0%
EU00170	Slovakia	Hungary	Štúrovo	Szob	RFC 11 Amber	Principal	43.0%
EU00171	Slovakia	Hungary	Komárno	Komárom	RFC 11 Amber	Principal	49.5%
EU00172	Slovakia	Hungary	Rusovce	Rajka	RFC 11 Amber	Principal	11.5%
*EU00179**	*Poland*	*Belarus*	*Terespol*	*Brześć*	*RFC 11 Amber*	*Principal*	
EU00185	Slovenia	Hungary	Hodoš	Őriszentpéter	RFC 11 Amber	Principal	50.5%

CORRIDOR MANAGEMENT

05 DISCLAIMER



Disclaimer for Operation KPIs

The calculation method changed in 2024, and the figures are not comparable with the previous years.
A new train definition was used to calculate 2024 figures.

RFC Train Definition description: An RFC train is defined as a freight train that crosses at least one international border and operates on designated RFC network routes.
To be classified as an RFC train, it must meet the following conditions:

- Be a freight train;
- Cross at least one international border;
- Operate fully or partially on an RFC network section;
- If an already identified RFC train runs 300 km or more within the network of a different RFC without crossing its border, it is still classified as an RFC train of that corridor;

Assignment Rules for Overlapping sections of RFC Corridors:
Trains on fully overlapped sections:

- All trains running on completely overlapped sections are assigned to all the corridors involved. However, the concerned RFCs may apply additional criteria to assign a train to a single corridor based on the specific situation.

Trains running partly in overlapped sections:

- If a train crosses one border along the RFC and runs at least one section exclusively within a single RFC, it is assigned to that RFC.
- If a train operates on an overlapping section, but there is at least one corridor that can also cover the previous or following non-overlapping section, the train will be assigned to that corridor(s) only.

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'.

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