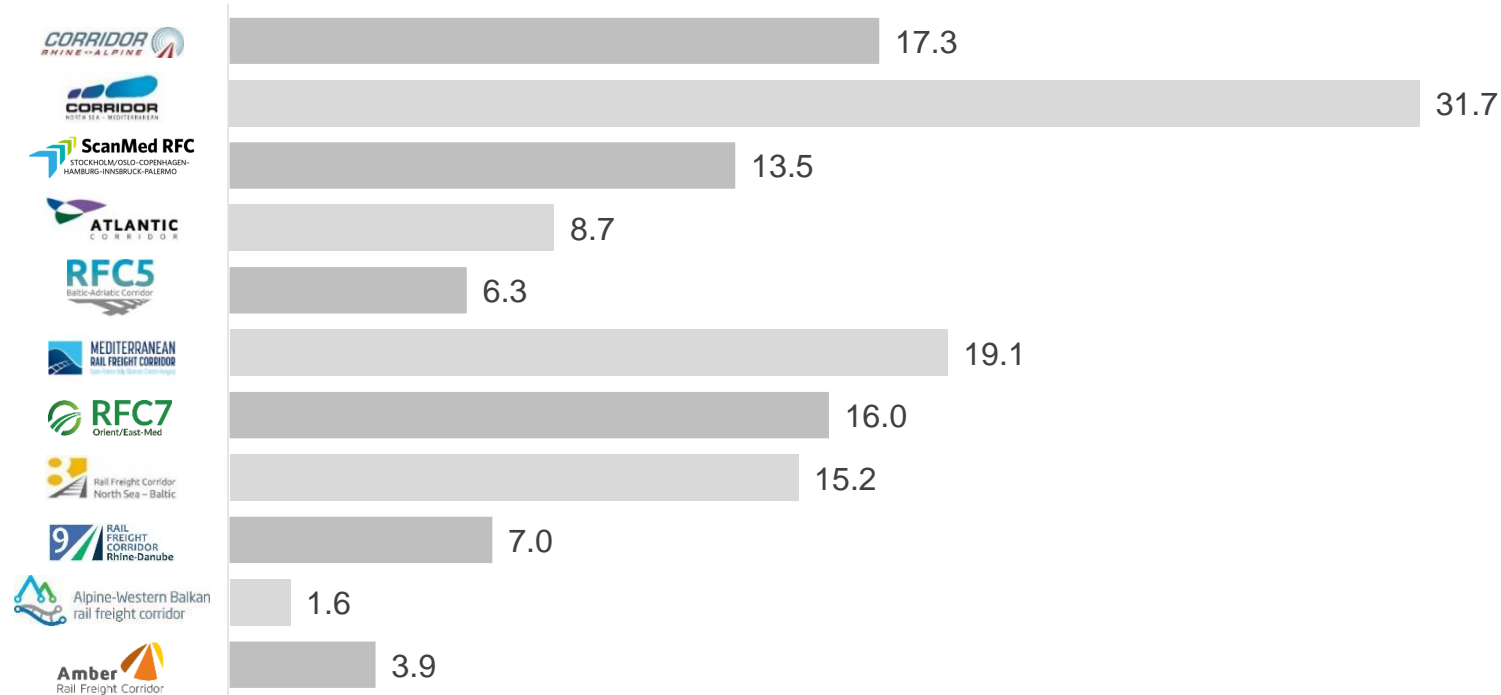**Commonly applicable RFC KPIs**

**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)



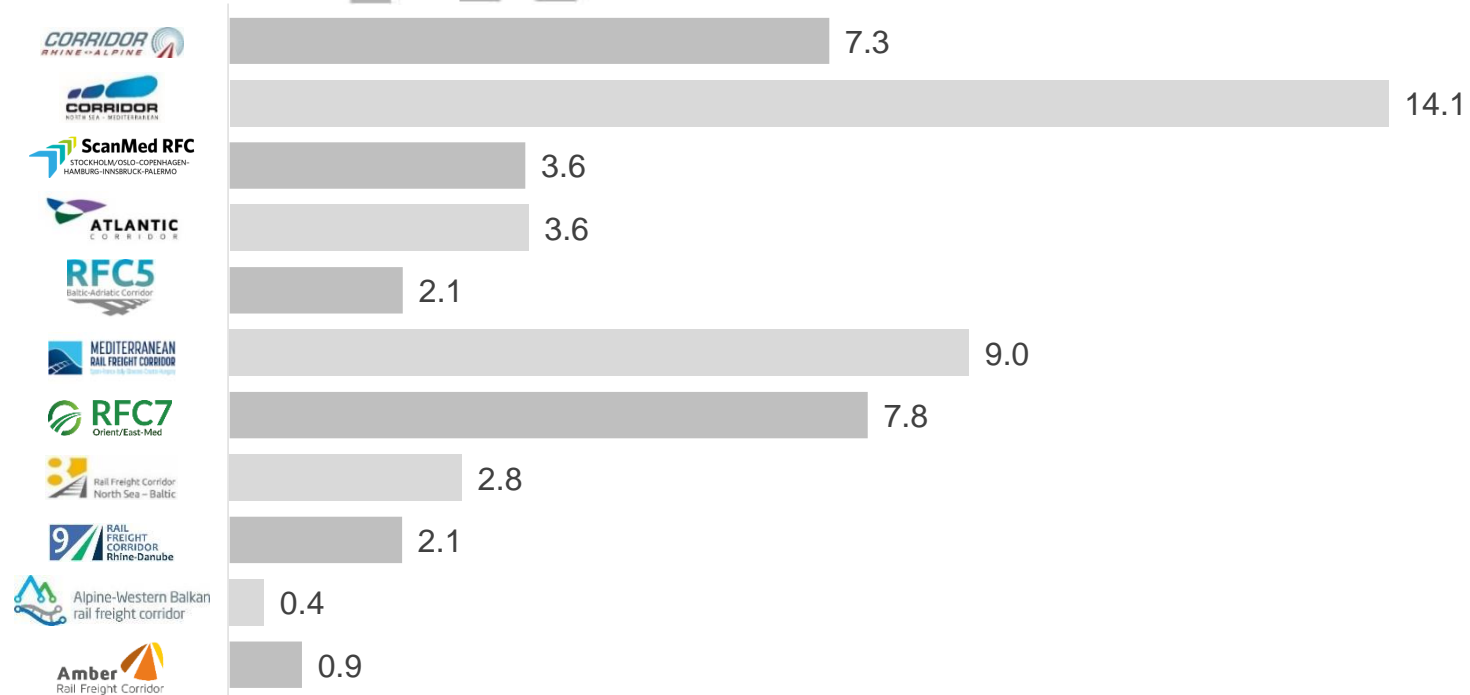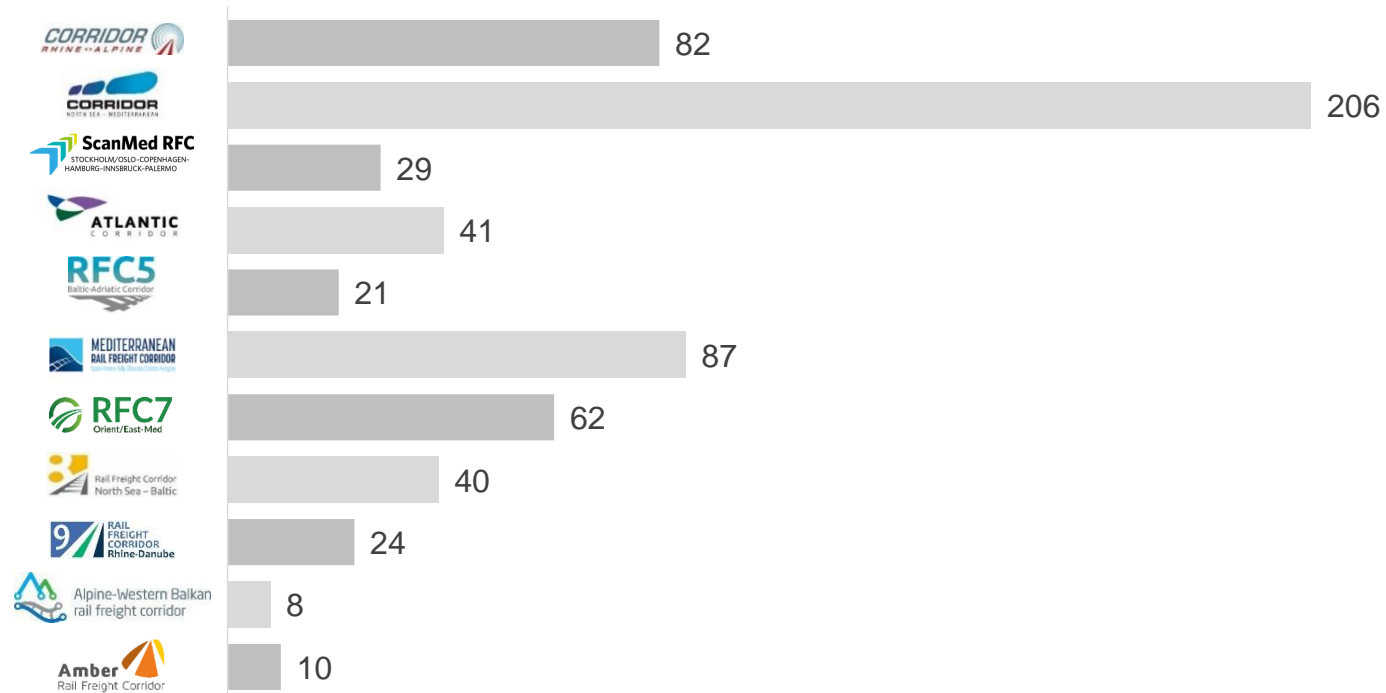| Corridor | Value |
|---|---|
| CORRIDOR RHINE-ALPINE | 17.3 |
| CORRIDOR NORTH SEA - MEDITERRANEAN | 31.7 |
| ScanMed RFC STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO | 13.5 |
| ATLANTIC CORRIDOR | 8.7 |
| RFC5 Baltic-Adriatic Corridor | 6.3 |
| MEDITERRANEAN RAIL FREIGHT CORRIDOR | 19.1 |
| 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)



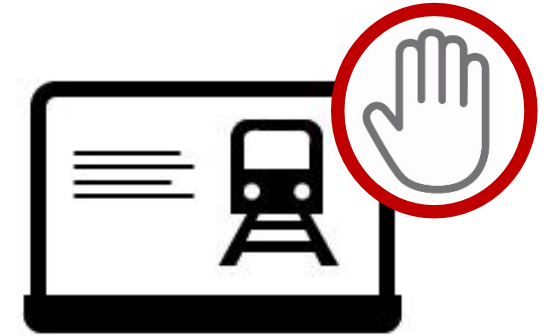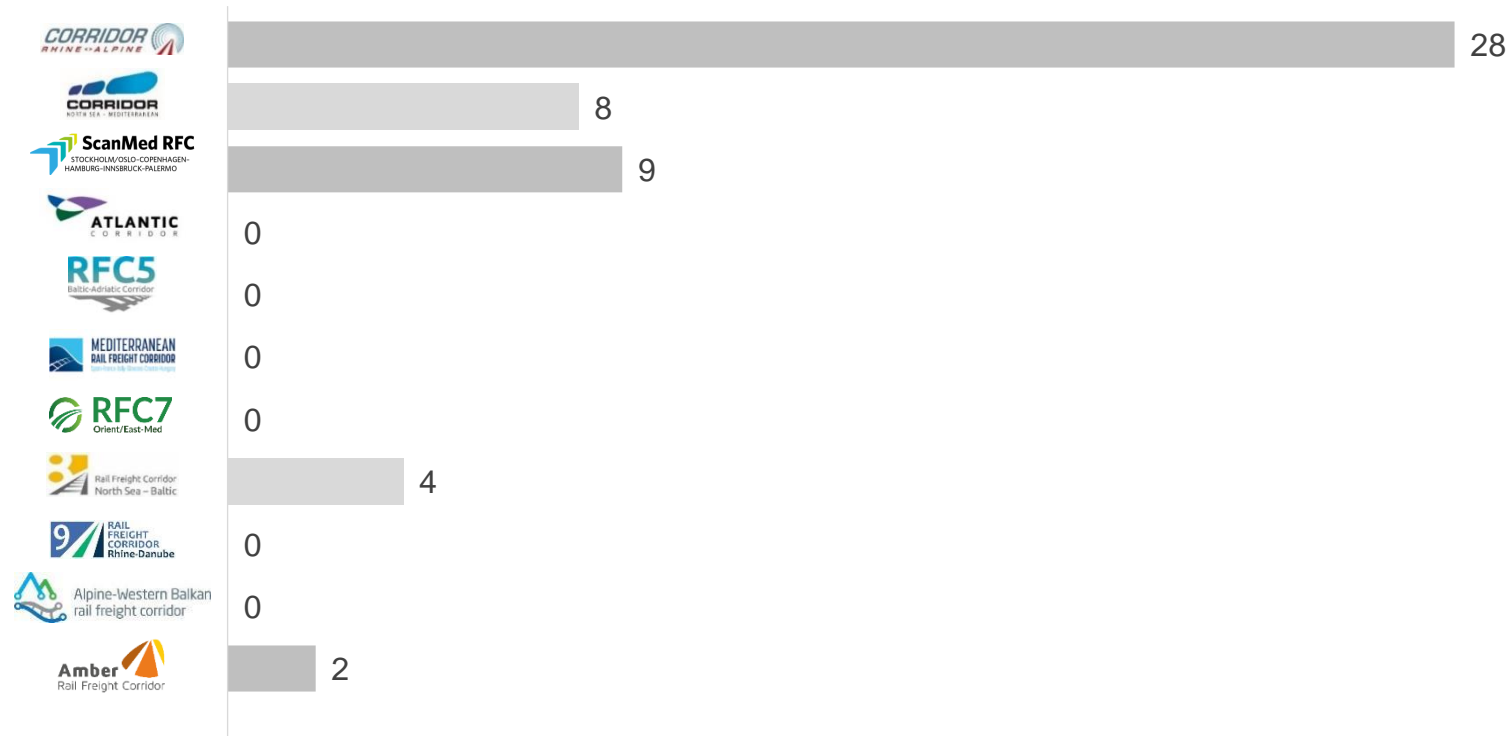| Corridor | Value |
|---|---|
| CORRIDOR RHINE-ALPINE | 7.3 |
| CORRIDOR NORTH SEA - MEDITERRANEAN | 14.1 |
| ScanMed RFC (STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO) | 3.6 |
| ATLANTIC CORRIDOR | 3.6 |
| RFC5 Baltic-Adriatic Corridor | 2.1 |
| MEDITERRANEAN RAIL FREIGHT CORRIDOR | 9.0 |
| 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.*

## Number of requests – PaPs (at X-8)

### (number of PCS dossiers)



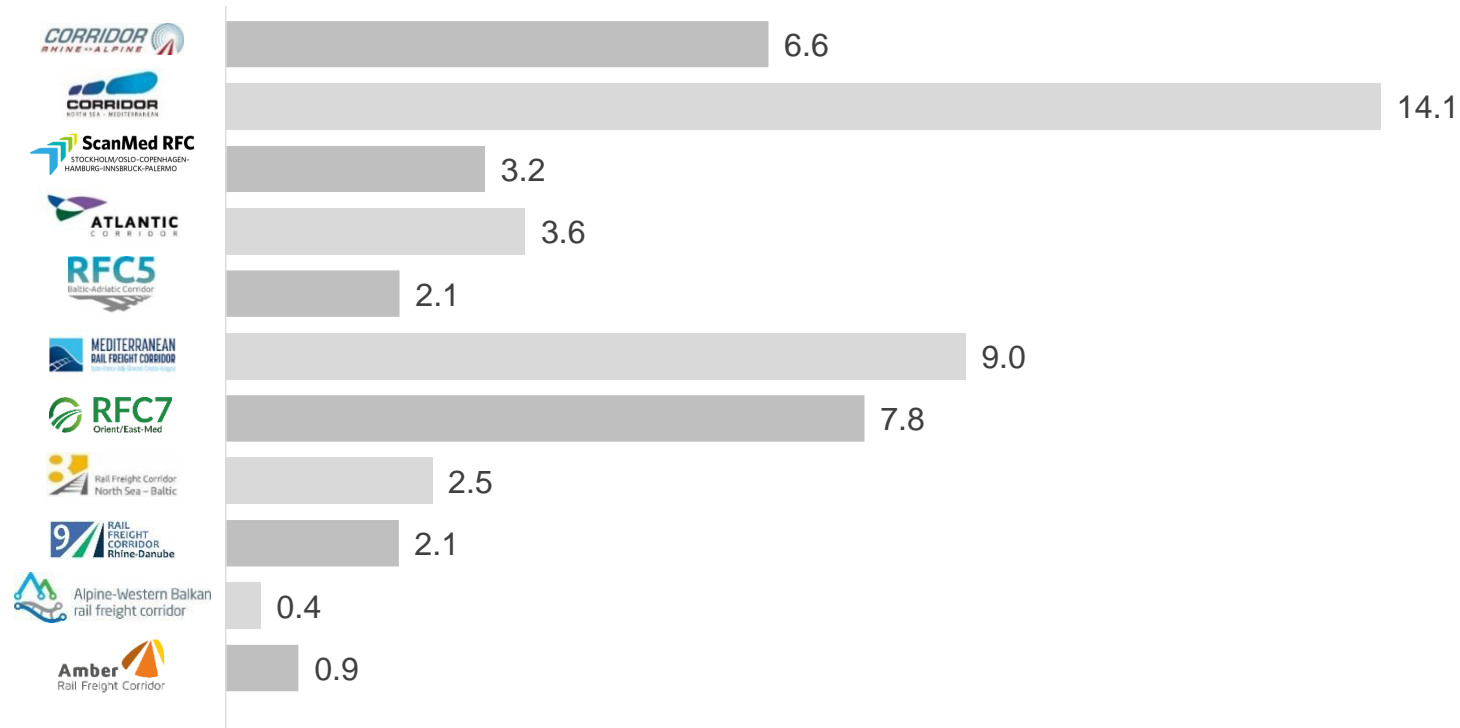| Corridor | Value |
|---|---|
| CORRIDOR RHINE-ALPINE | 82 |
| CORRIDOR NORTH SEA – MEDITERRANEAN | 206 |
| ScanMed RFC STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO | 29 |
| ATLANTIC CORRIDOR | 41 |
| RFC5 Baltic-Adriatic Corridor | 21 |
| MEDITERRANEAN RAIL FREIGHT CORRIDOR | 87 |
| RFC7 Orient/East-Med | 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 |

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

## Number of conflicts – PaPs (at X-8)

(number of conflicting PCS dossiers)



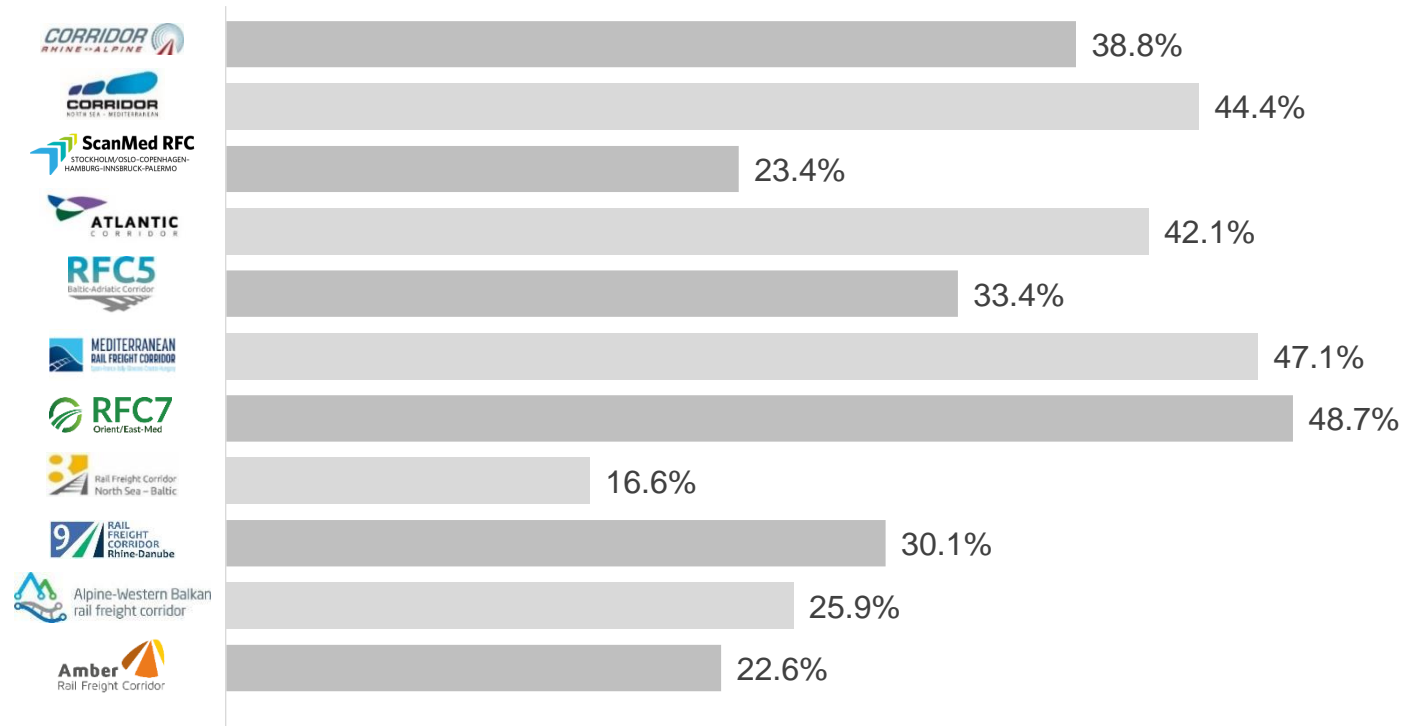| Corridor | Conflicts |
|---|---|
| CORRIDOR RHINE-ALPINE | 28 |
| CORRIDOR NORTH SEA - MEDITERRANEAN | 8 |
| ScanMed RFC STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO | 9 |
| ATLANTIC CORRIDOR | 0 |
| RFC5 Baltic-Adriatic Corridor | 0 |
| MEDITERRANEAN RAIL FREIGHT CORRIDOR | 0 |
| RFC7 Orient/East-Med | 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*

# CAPACITY MANAGEMENT

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

(millions of path kilometers)

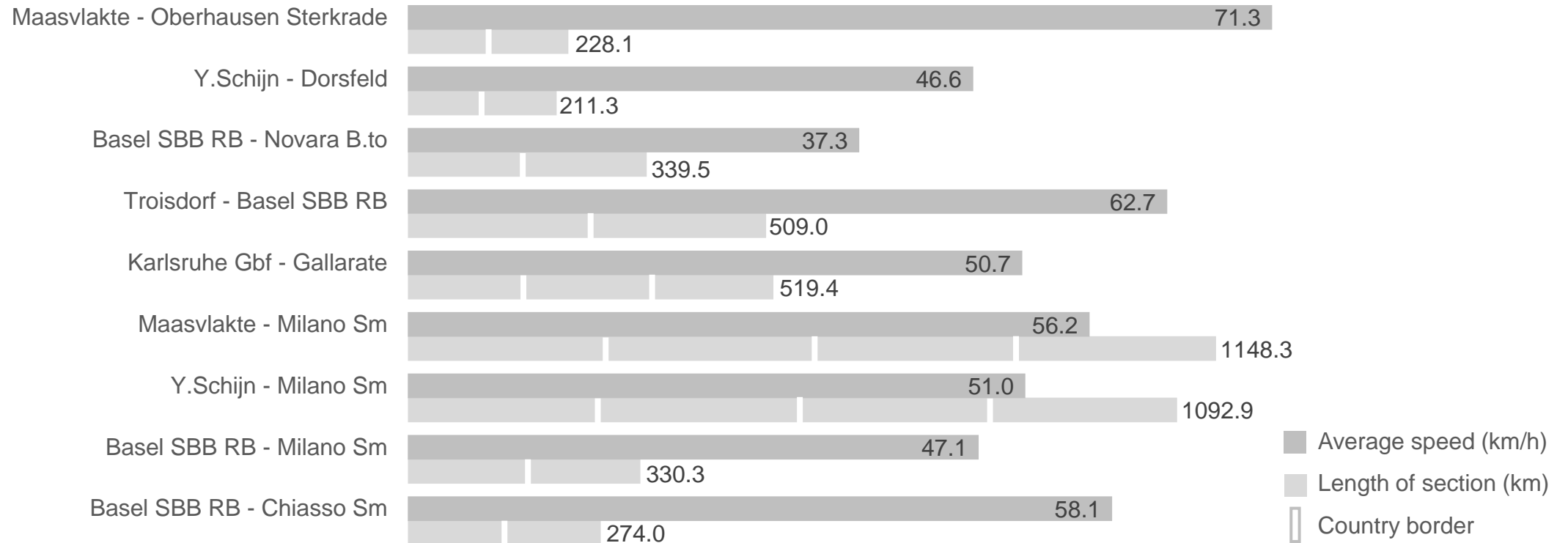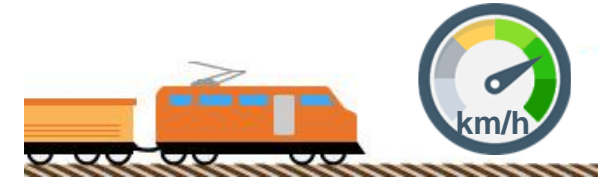| Corridor | Value |
|---|---|
| CORRIDOR RHINE–ALPINE | 6.6 |
| CORRIDOR NORTH SEA – MEDITERRANEAN | 14.1 |
| ScanMed RFC STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO | 3.2 |
| ATLANTIC CORRIDOR | 3.6 |
| RFC5 Baltic-Adriatic Corridor | 2.1 |
| MEDITERRANEAN RAIL FREIGHT CORRIDOR | 9.0 |
| RFC7 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.*

*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) |
|---|---|---|
| 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)
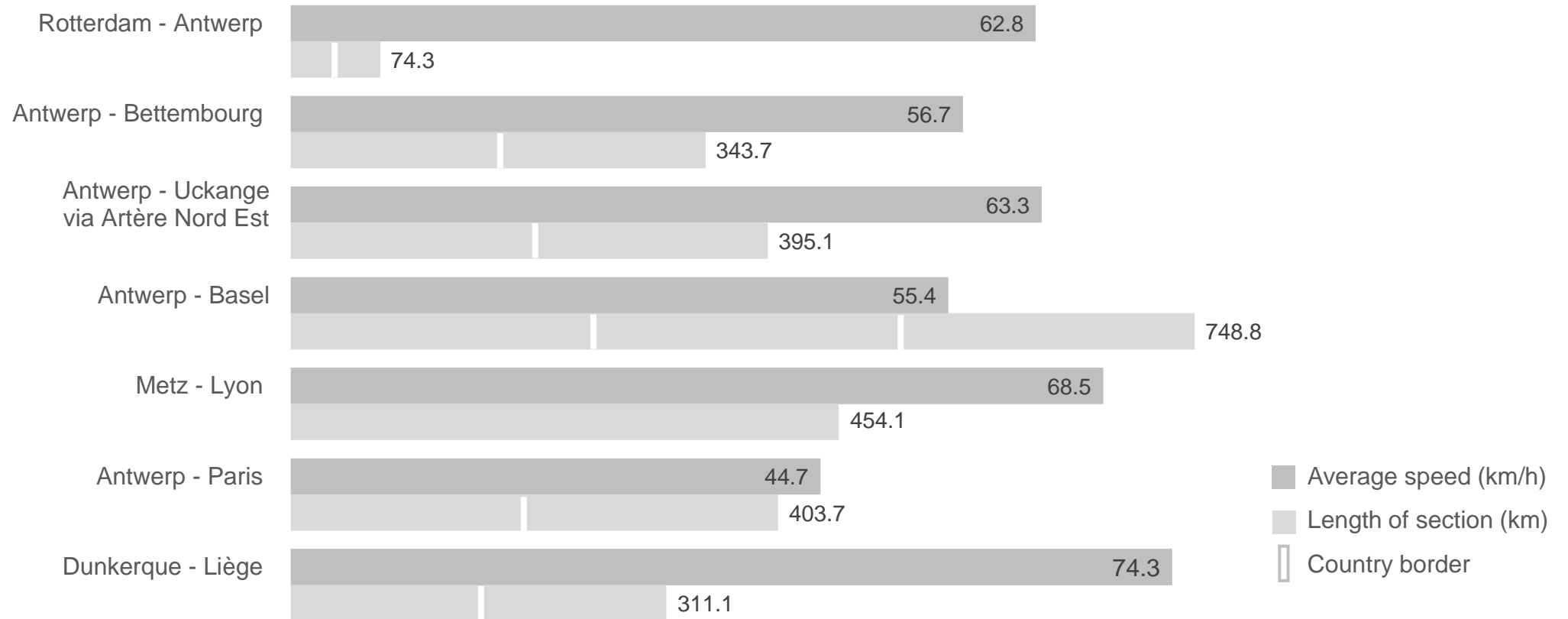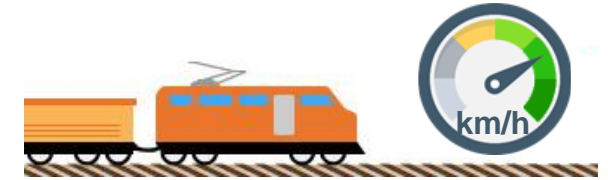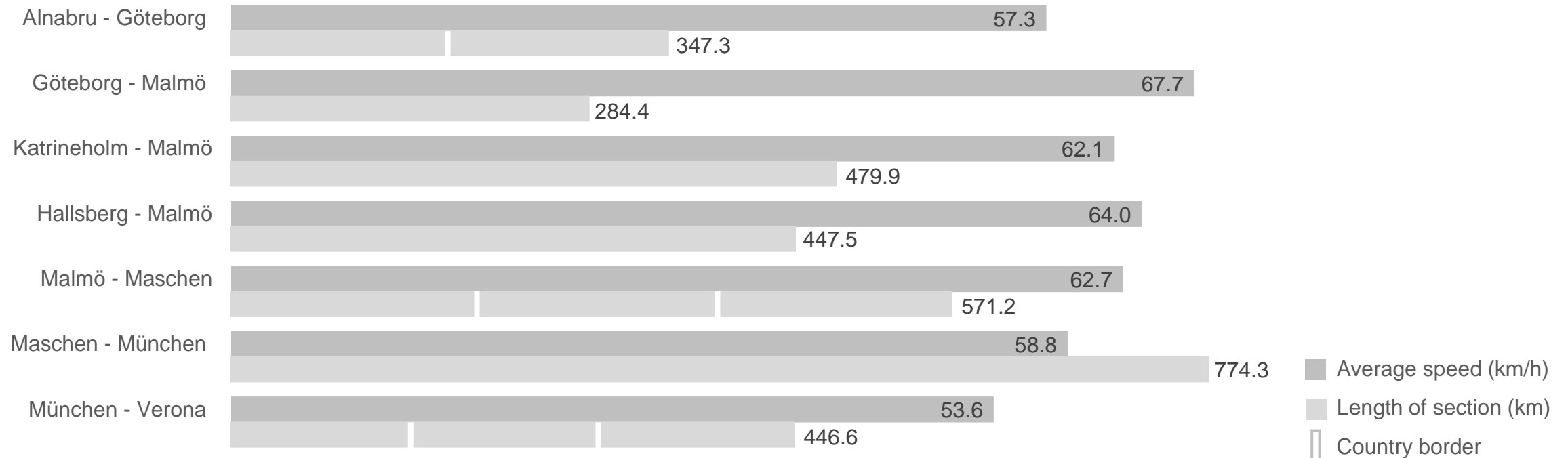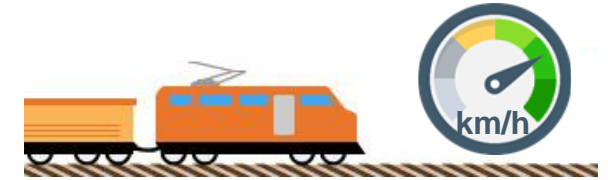- Length of section (km)
- Country border

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

# 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) |
|---|---|---|
| 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.*

*Commonly applicable RFC KPIs*

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)
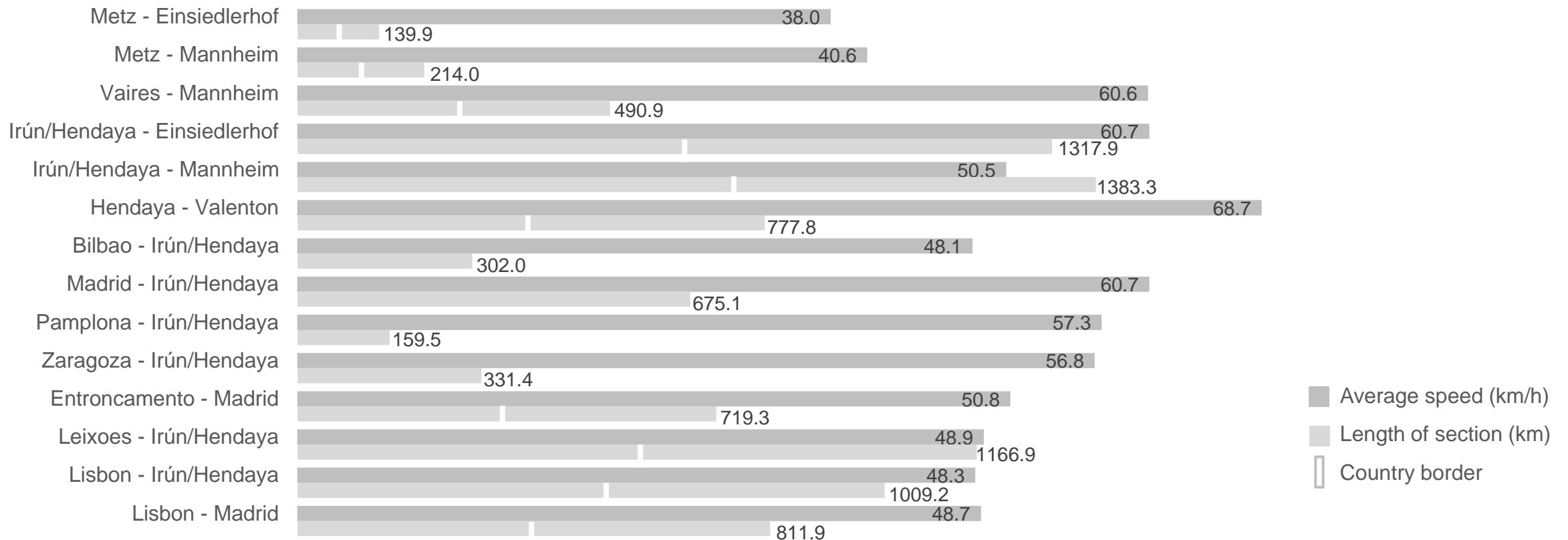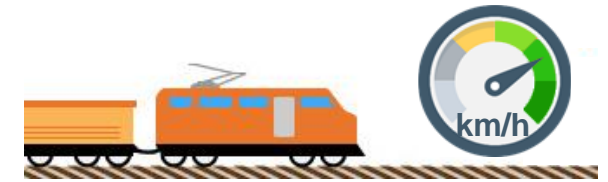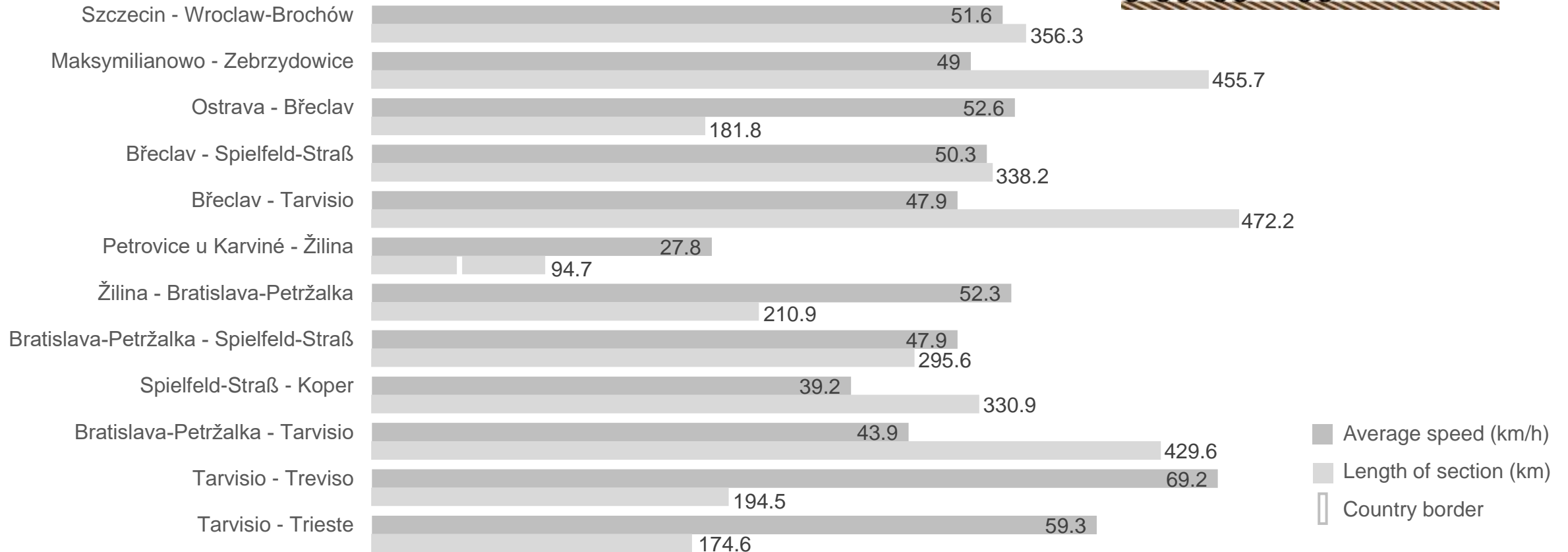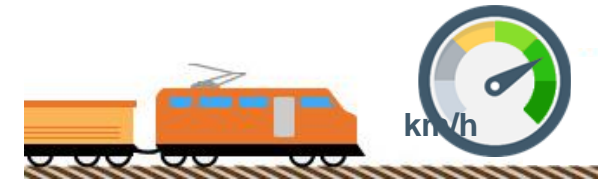- Length of section (km)
- Country border

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

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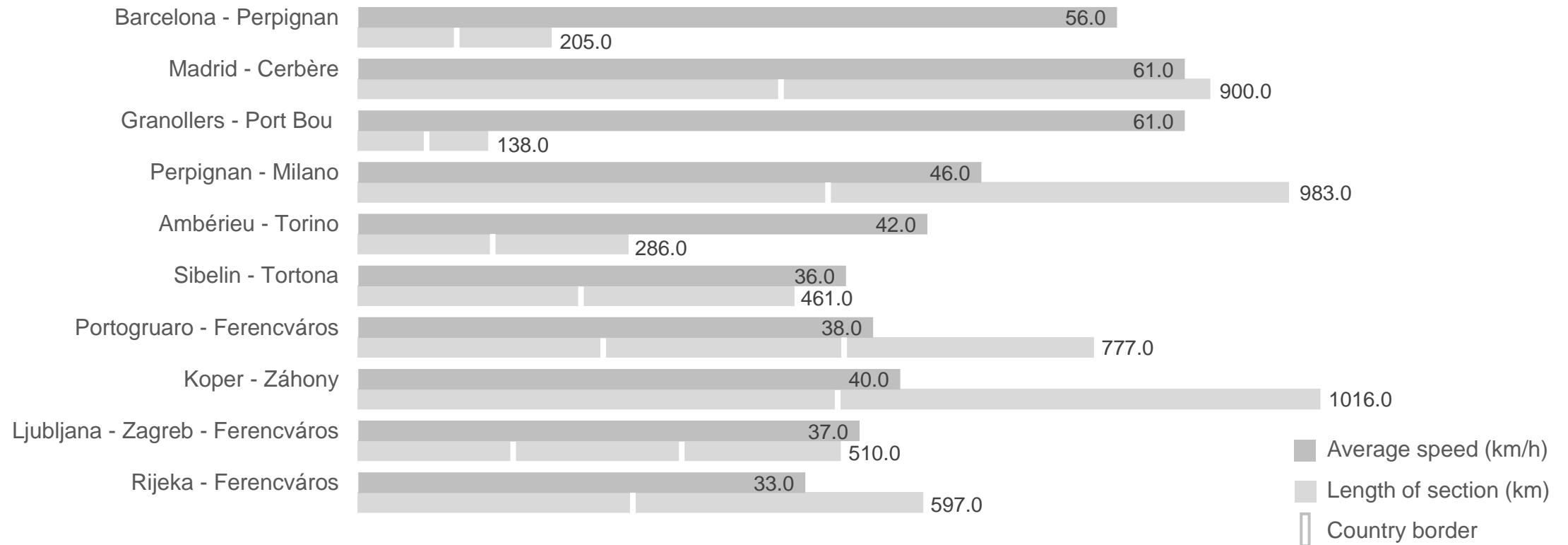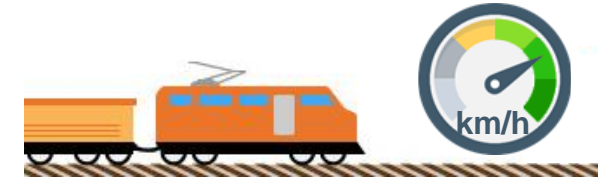
*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.

RNE RailNetEurope    ATLANTIC CORRIDOR

*Commonly applicable RFC KPIs*

# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

### (calculation per O/D pairs)

**km/h**

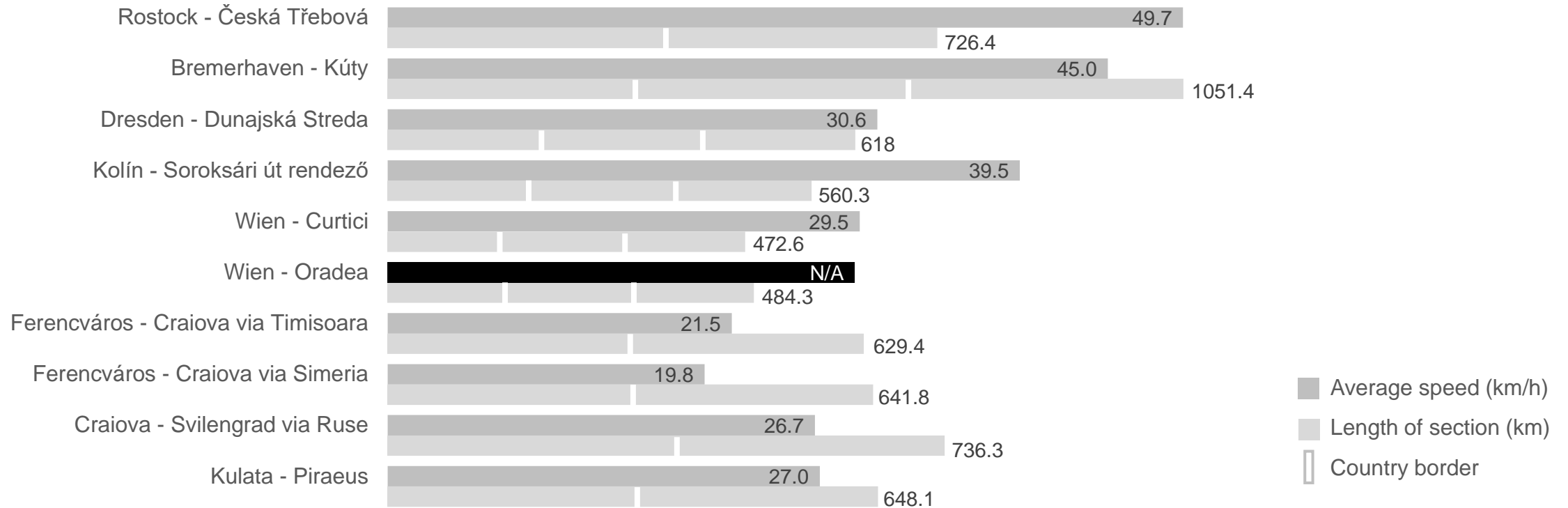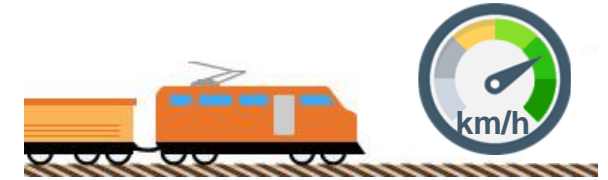| Section | Average speed (km/h) | Length of section (km) |
|---|---|---|
| Szczecin - Wroclaw-Brochów | 51.6 | 356.3 |
| Maksymilianowo - Zebrzydowice | 49 | 455.7 |
| Ostrava - Břeclav | 52.6 | 181.8 |
| Břeclav - Spielfeld-Straß | 50.3 | 338.2 |
| Břeclav - Tarvisio | 47.9 | 472.2 |
| Petrovice u 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 |

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    RFC5 Baltic-Adriatic Corridor

*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) |
|---|---|---|
| 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 |

Legend:
- Average speed (km/h)
- Length of section (km)
- Country border
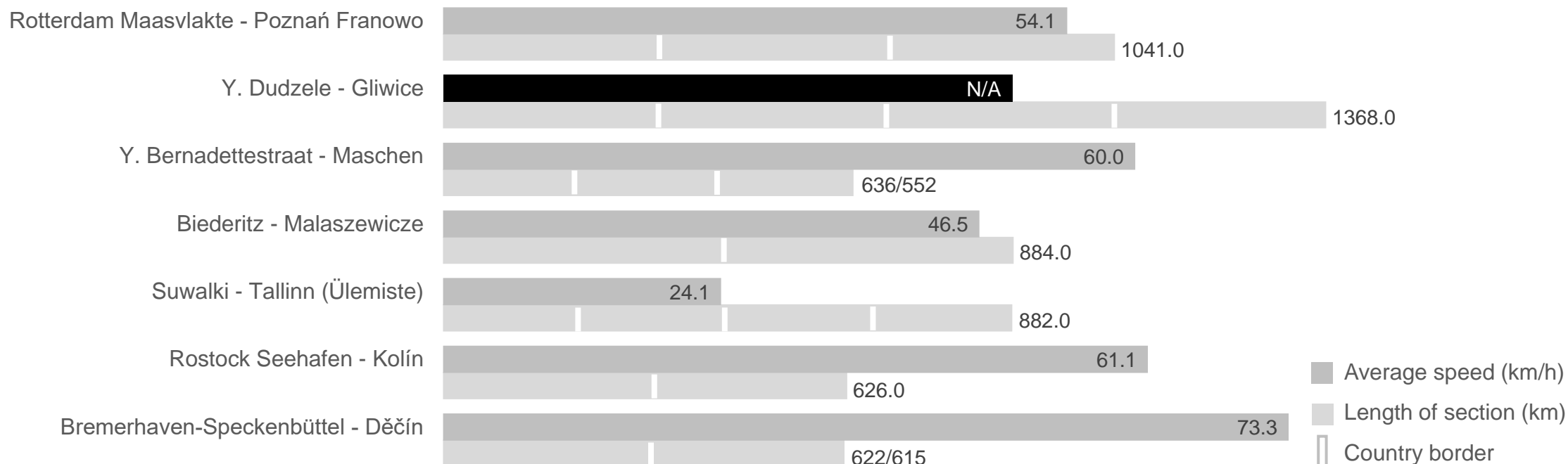
*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.

Commonly applicable RFC KPIs

# 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.*

# CAPACITY MANAGEMENT

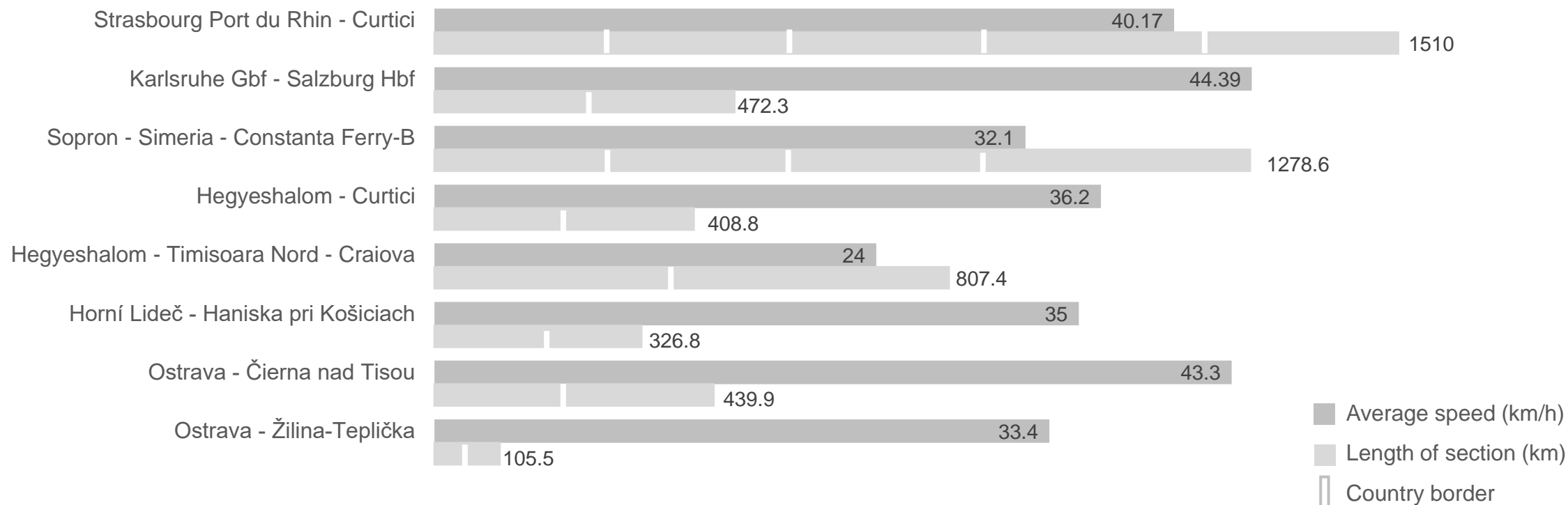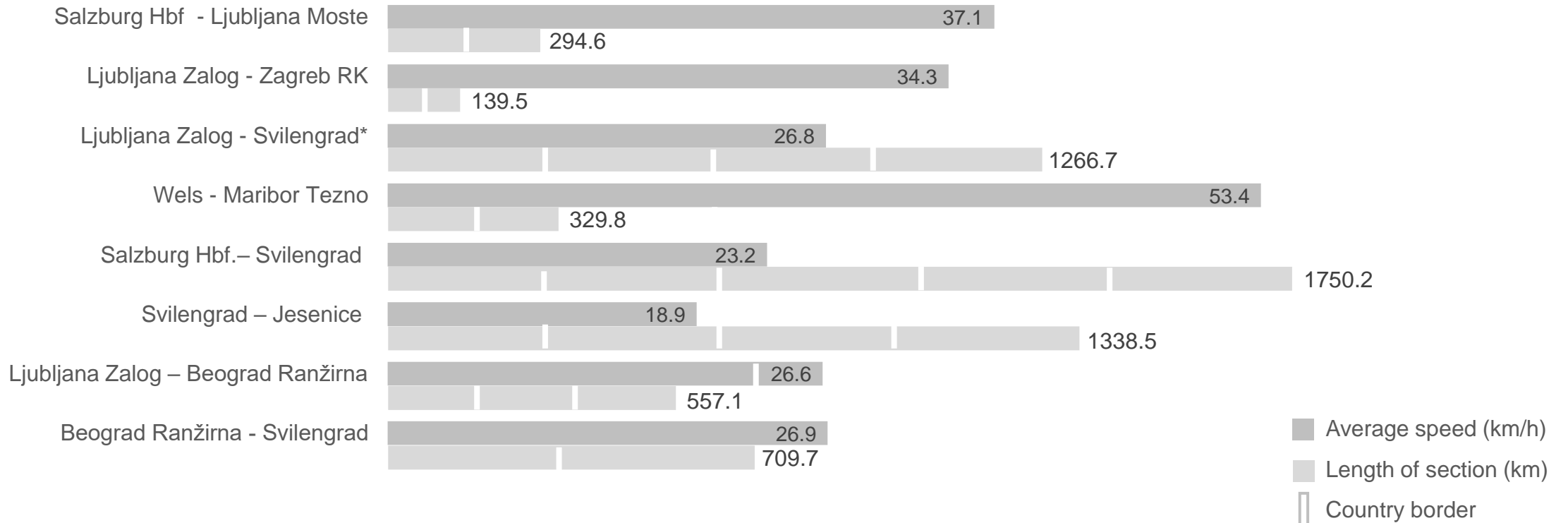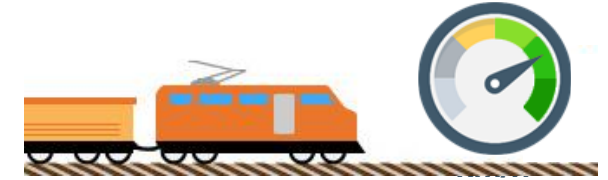## Average planned speed of PaPs for TT 2025
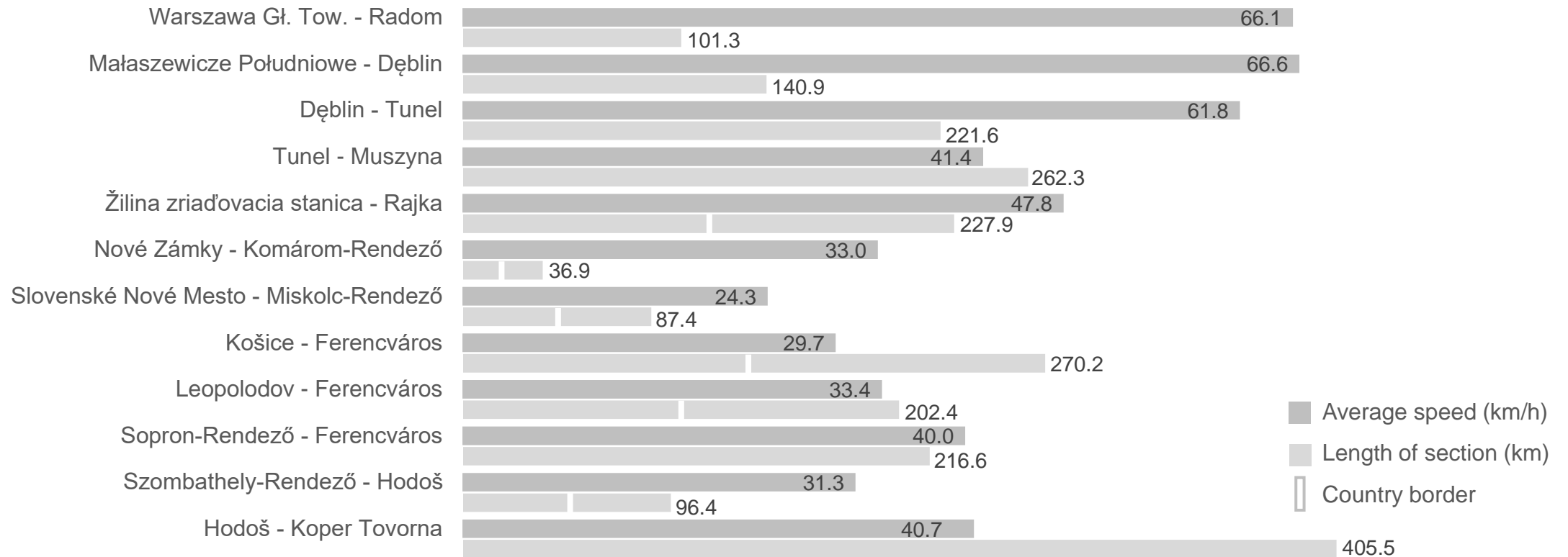
### (calculation per O/D pairs)

| Route | Average speed (km/h) | Length of section (km) |
|---|---|---|
| Rotterdam 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.*

## 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.*

# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025
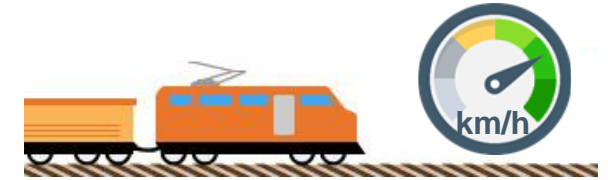
(calculation per O/D pairs)

| Section | 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 |

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.
** 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.

# CAPACITY MANAGEMENT

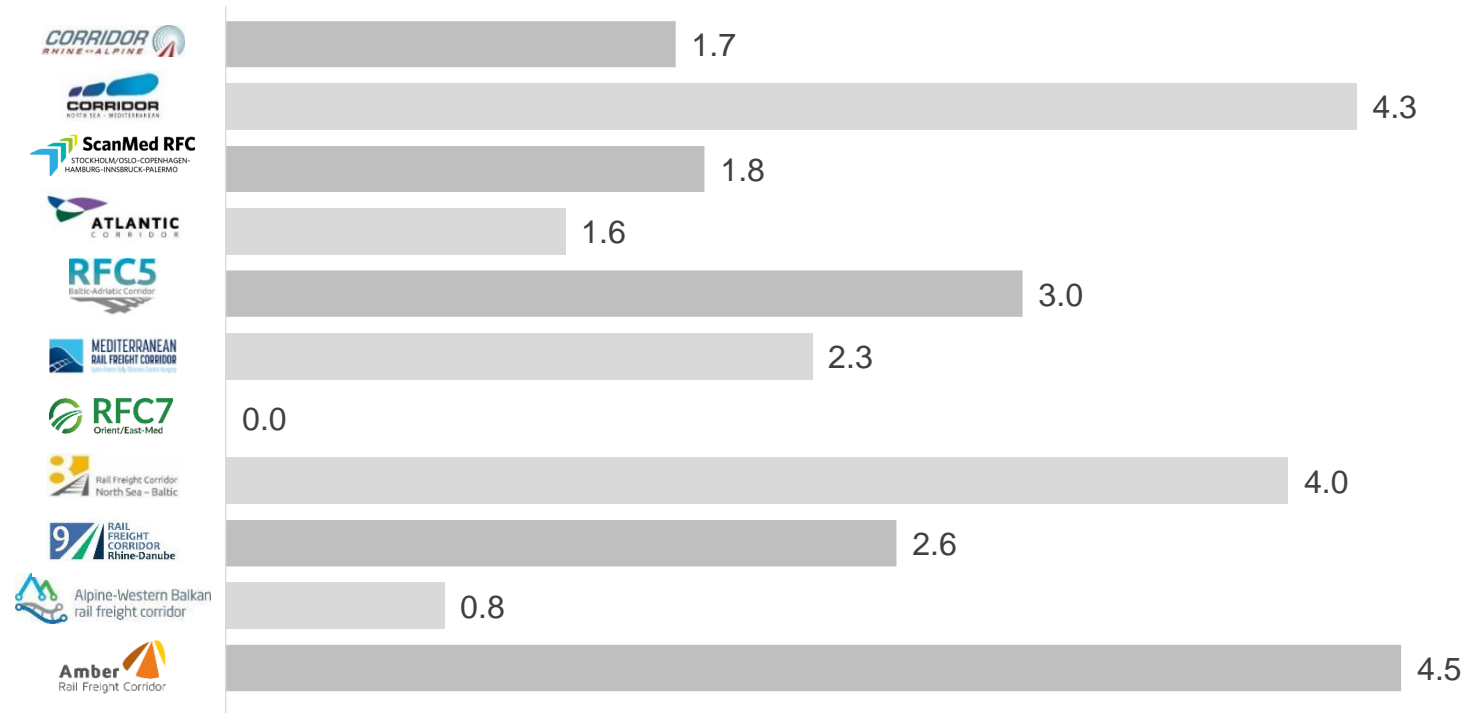## Average planned speed of PaPs for TT 2025

### (calculation per O/D pairs)

| O/D pair | Average speed (km/h) | Length of section (km) |
|---|---|---|
| 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*

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

(millions of path kilometers)



| Corridor | Value |
|---|---|
| CORRIDOR RHINE-ALPINE | 1.7 |
| CORRIDOR NORTH SEA - MEDITERRANEAN | 4.3 |
| ScanMed RFC STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO | 1.8 |
| ATLANTIC CORRIDOR | 1.6 |
| RFC5 Baltic-Adriatic Corridor | 3.0 |
| MEDITERRANEAN RAIL FREIGHT CORRIDOR | 2.3 |
| RFC7 Orient/East-Med | 0.0 |
| Rail Freight Corridor North Sea – Baltic | 4.0 |
| RAIL FREIGHT CORRIDOR Rhine-Danube | 2.6 |
| Alpine-Western Balkan rail freight corridor | 0.8 |
| Amber Rail Freight Corridor | 4.5 |

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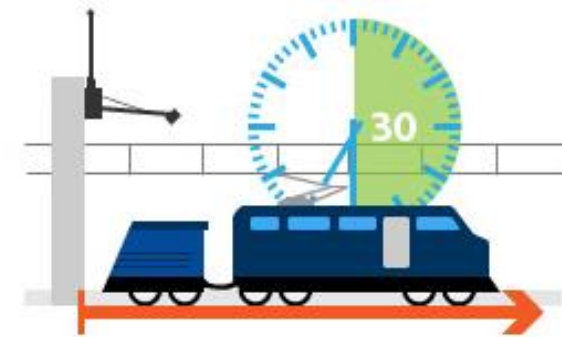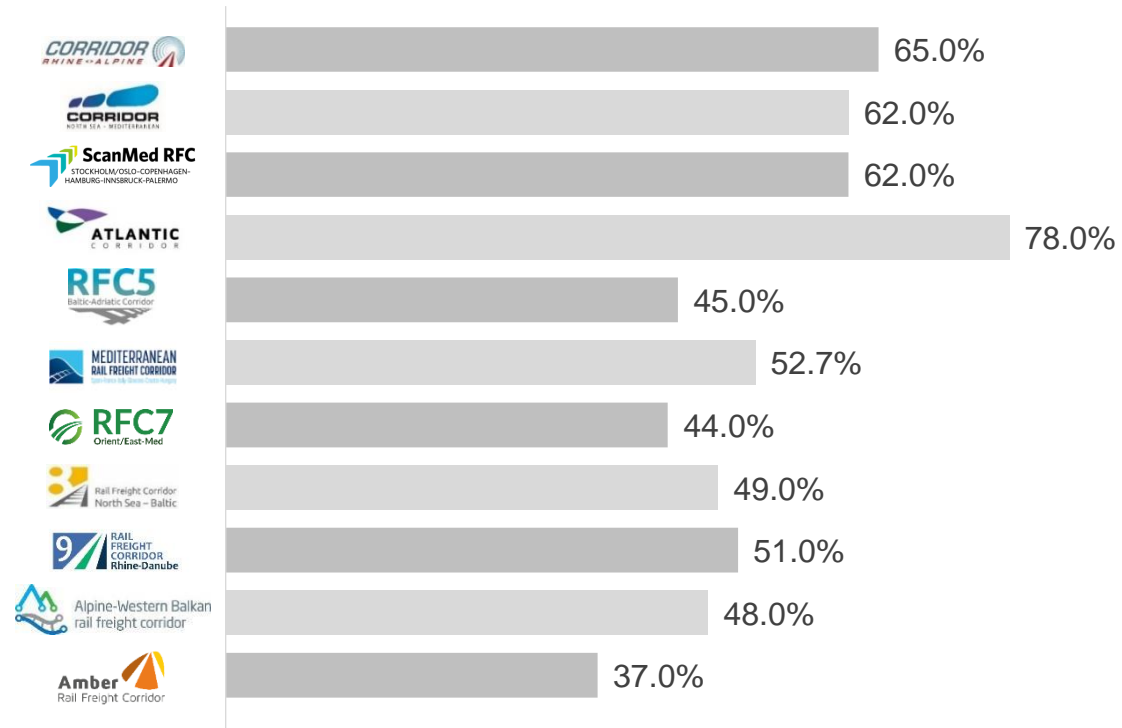These might therefore not reflect the total amount of offered and pre-allocated RC along the RFC.*

For TT 2025

*Commonly applicable RFC KPIs*

## 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*

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

(number of PCS dossiers)

| Corridor | Value |
|---|---|
| CORRIDOR RHINE–ALPINE | 0 |
| CORRIDOR NORTH SEA – MEDITERRANEAN | 3 |
| ScanMed RFC | 0 |
| ATLANTIC CORRIDOR | 0 |
| RFC5 Baltic-Adriatic Corridor | 0 |
| MEDITERRANEAN RAIL FREIGHT CORRIDOR | 2 |
| RFC7 Orient/East-Med | 4 |
| Rail Freight Corridor North Sea – Baltic | 0 |
| RAIL FREIGHT CORRIDOR Rhine-Danube | 0 |
| Alpine-Western Balkan rail freight corridor | 0 |
| Amber Rail Freight Corridor | 0 |

*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 2024

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

(millions of path kilometers)

| RFC | Value |
|---|---|
| CORRIDOR RHINE–ALPINE | 0 |
| CORRIDOR NORTH SEA – MEDITERRANEAN | 0.02 |
| ScanMed RFC STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO | 0 |
| ATLANTIC CORRIDOR | 0 |
| RFC5 Baltic-Adriatic Corridor | 0 |
| MEDITERRANEAN RAIL FREIGHT CORRIDOR | 0 |
| RFC7 Orient/East-Med | 0.67 |
| Rail Freight Corridor North Sea – Baltic | 0 |
| RAIL FREIGHT CORRIDOR Rhine-Danube | 0 |
| Alpine-Western Balkan rail freight corridor | 0 |
| Amber Rail Freight Corridor | 0 |

*\*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 2024

*Commonly applicable RFC KPIs*

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

RNE
RailNetEurope

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



| Corridor | Percentage |
|---|---|
| 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 origin (RFC entry)
### (delay ≤ 15 minutes)

| Corridor | Punctuality |
|---|---|
| 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 | 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
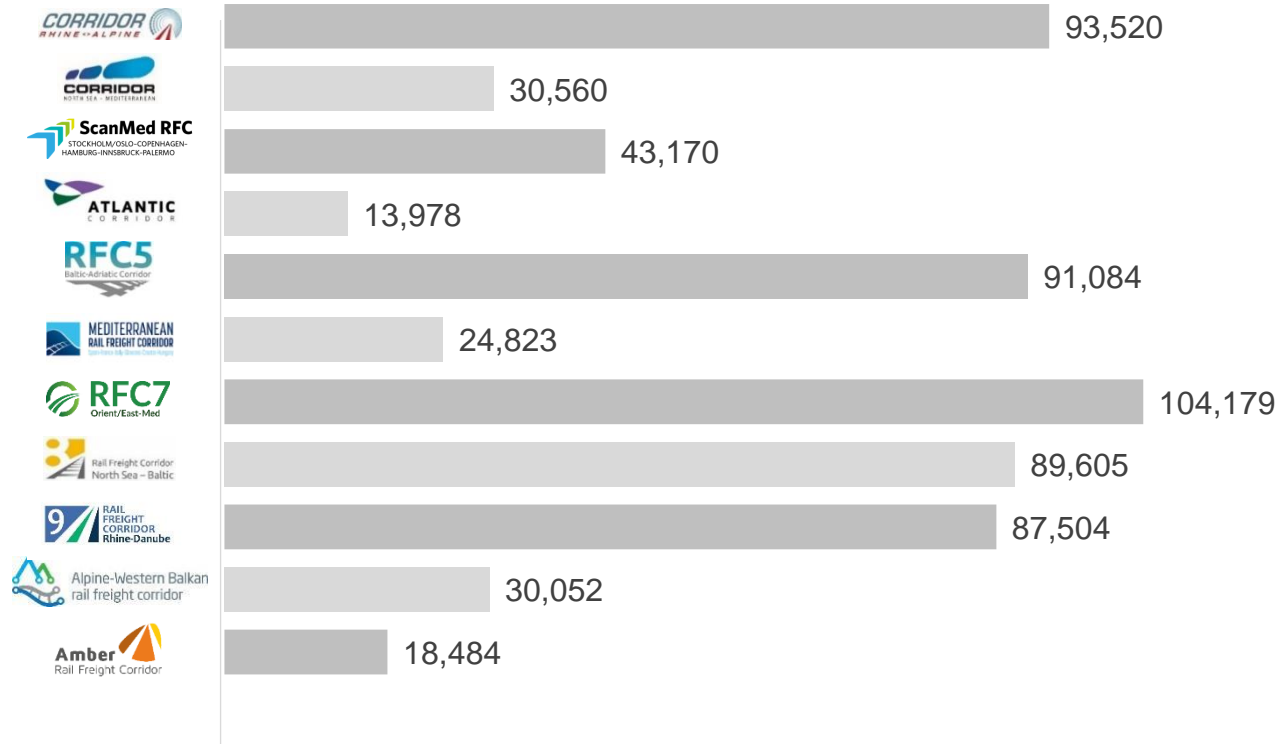


| Corridor | Number of trains |
|---|---|
| CORRIDOR RHINE-ALPINE | 93,520 |
| CORRIDOR NORTH SEA - MEDITERRANEAN | 30,560 |
| ScanMed RFC STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO | 43,170 |
| ATLANTIC CORRIDOR | 13,978 |
| RFC5 Baltic-Adriatic Corridor | 91,084 |
| MEDITERRANEAN RAIL FREIGHT 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.

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

### (millions of trains kilometers)
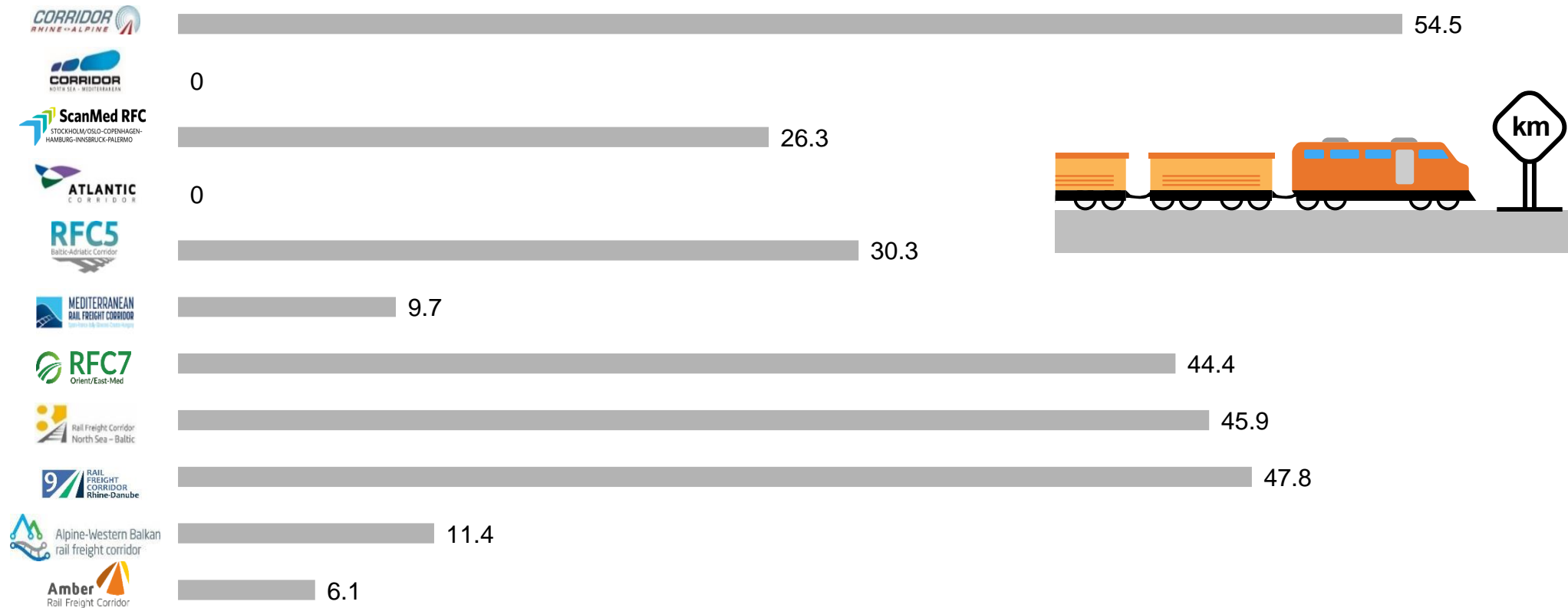


| Corridor | Value |
|---|---|
| Corridor Rhine-Alpine | 54.5 |
| Corridor North Sea - Mediterranean | 0 |
| ScanMed RFC (Stockholm/Oslo-Copenhagen-Hamburg-Innsbruck-Palermo) | 26.3 |
| Atlantic Corridor | 0 |
| RFC5 (Baltic-Adriatic Corridor) | 30.3 |
| Mediterranean Rail Freight Corridor | 9.7 |
| 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 |

*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 |

*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 |

*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 |

*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.) |
|---|---|---|---|
| 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 |
| 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.

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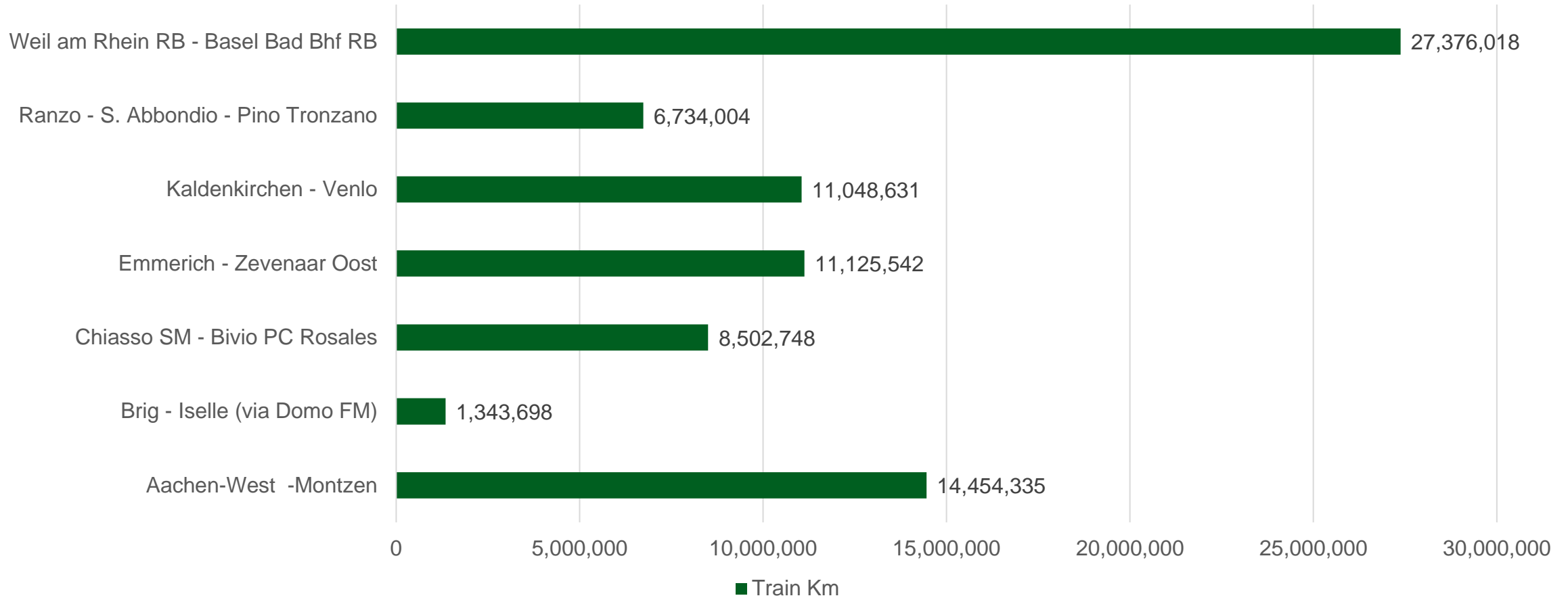**Zelzate – Sas-van-Gent: measurement at this border-pair is still "in progress" on the Sas-van-Gent side. The figure shown in the table is calculated only on trains measured on the Zelzate side of the border.

RNE RailNetEurope    Rail Freight Corridor North Sea – Baltic

*Commonly applicable RFC KPIs*

# 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** |

*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.

## 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.
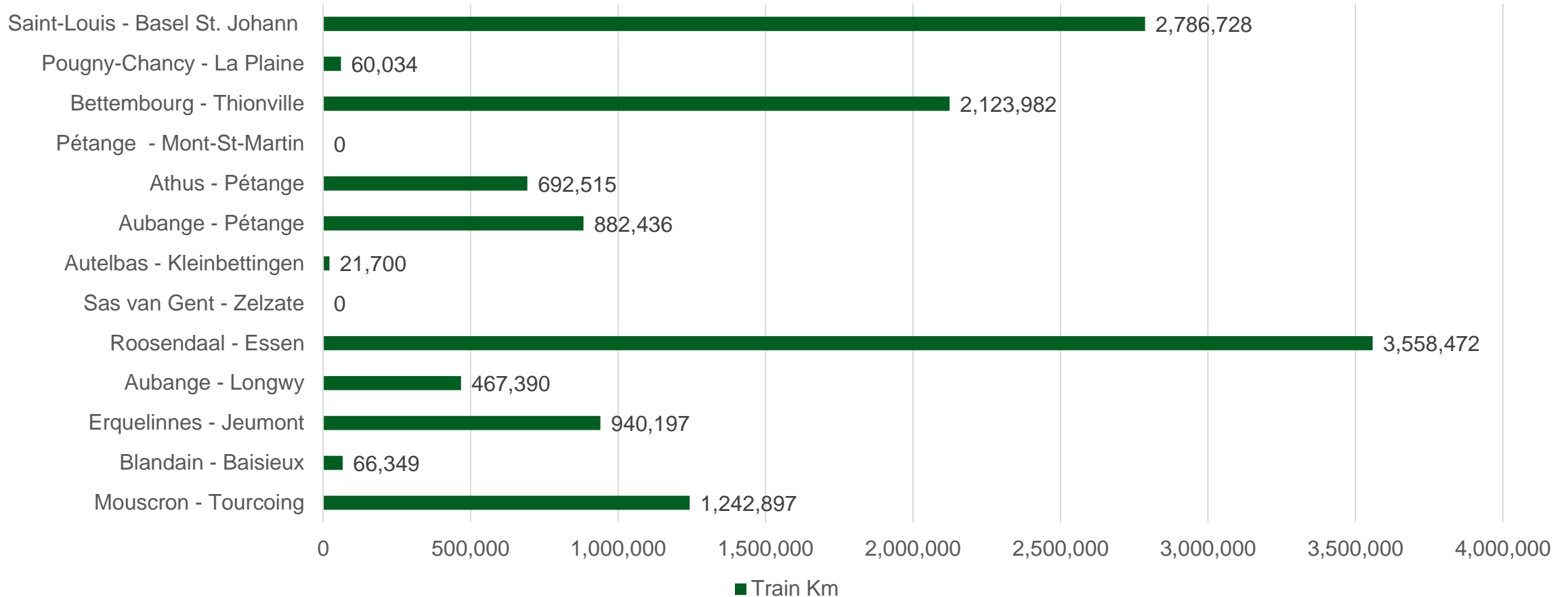
# OPERATIONS

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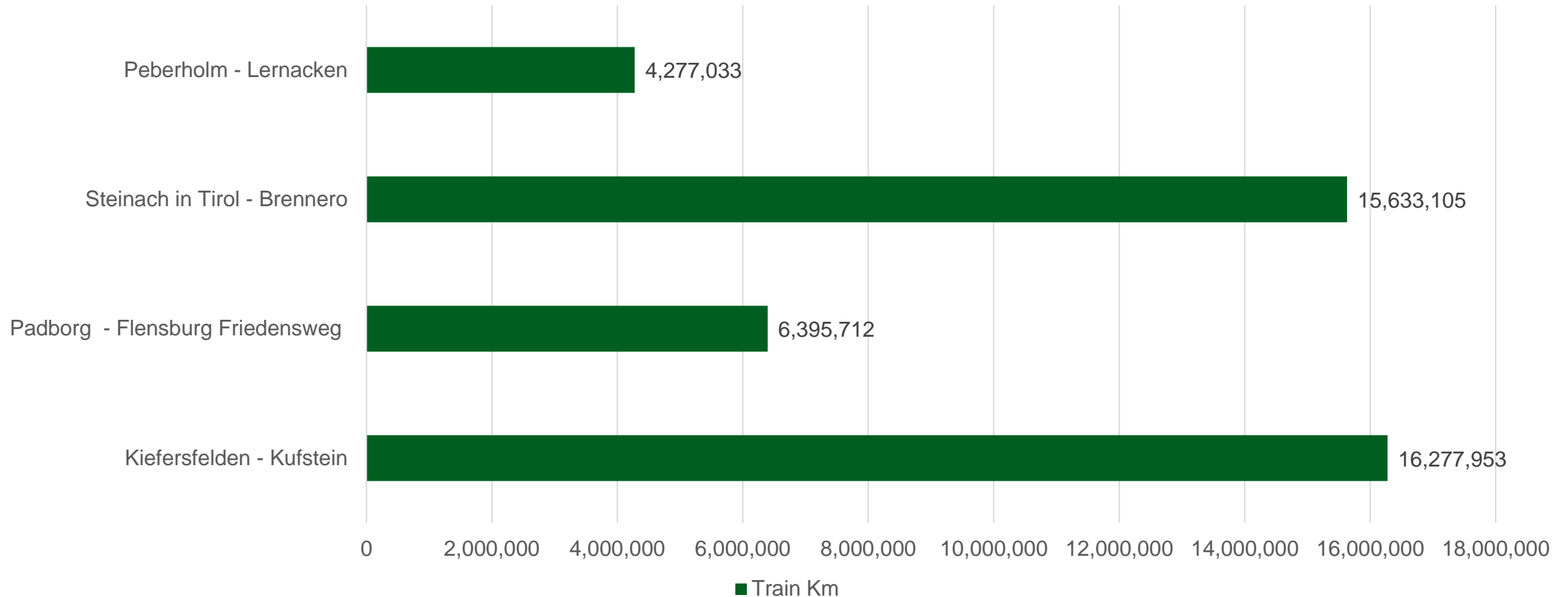
**Dwell times in border sections (planned and clean/real)
2023**

| 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.
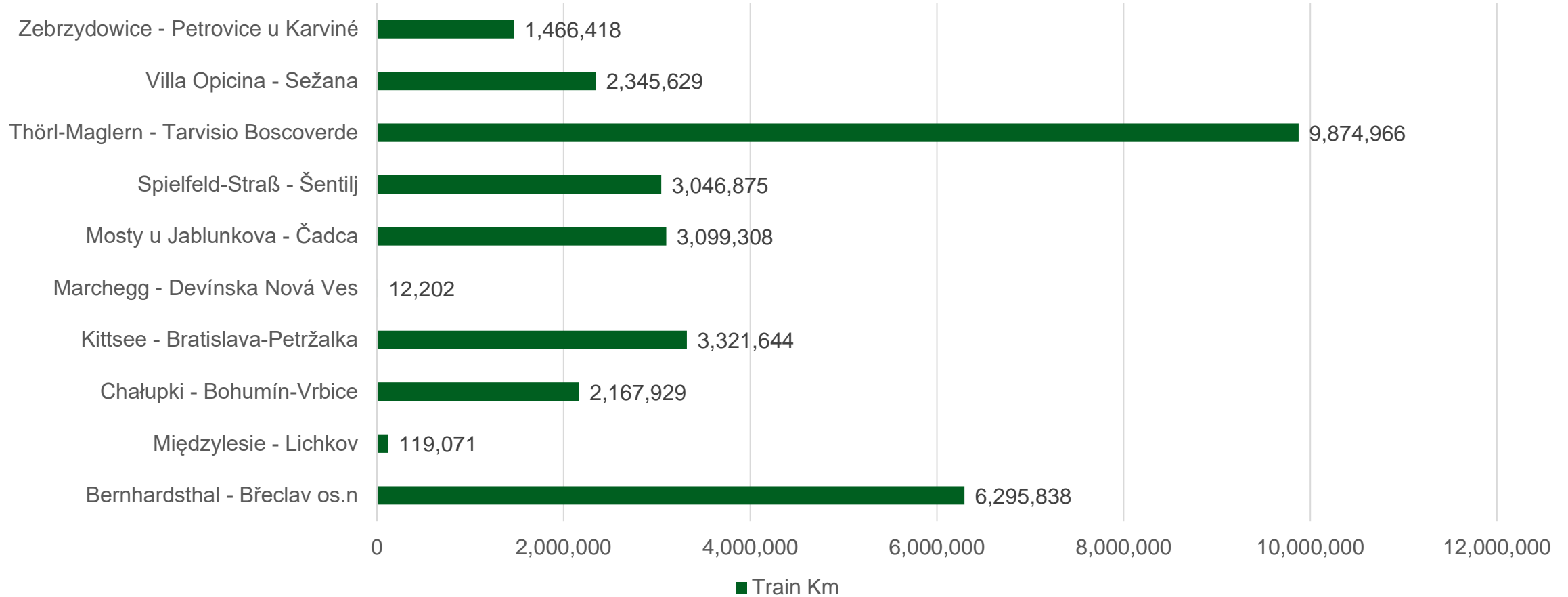
## Train kilometers of trains per border 2023



| 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.
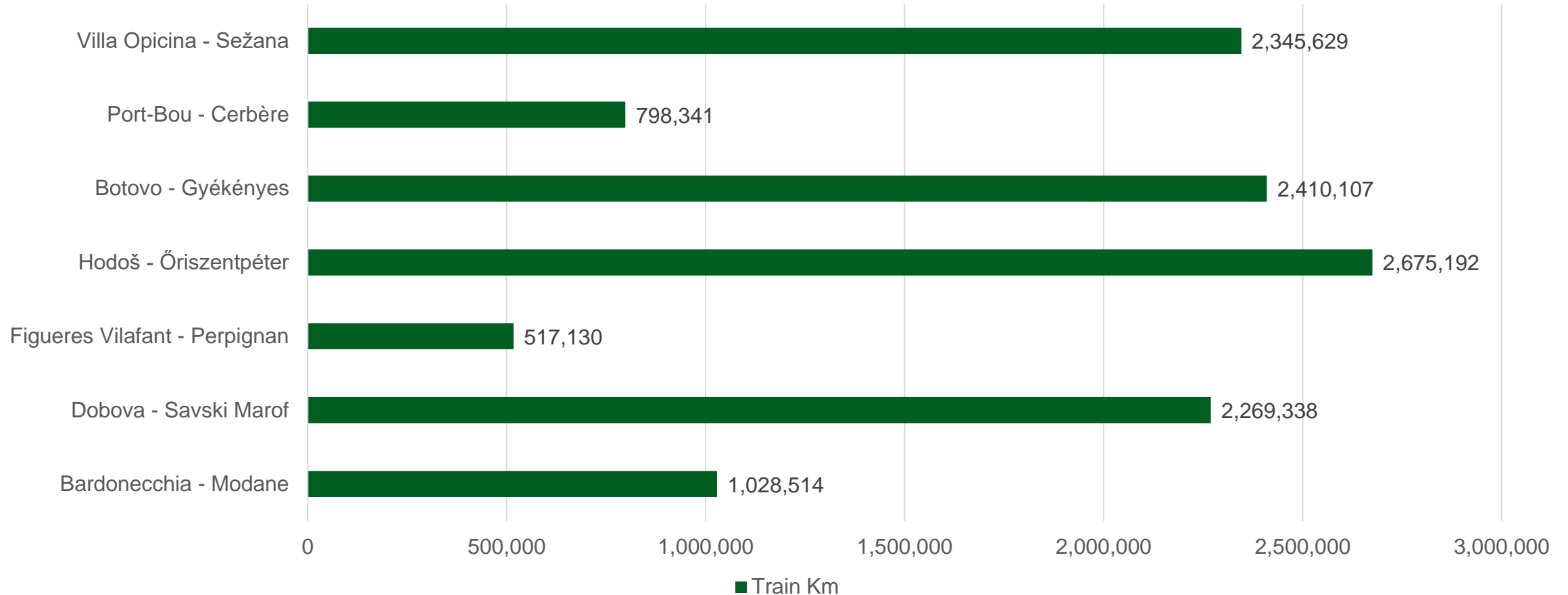
*Commonly applicable RFC KPIs*

# MARKET DEVELOPMENT

## Train kilometers of trains per border 2023



| Border | Train Km |
|---|---|
| Peberholm - Lernacken | 4,277,033 |
| Steinach in Tirol - Brennero | 15,633,105 |
| Padborg - Flensburg Friedensweg | 6,395,712 |
| Kiefersfelden - Kufstein | 16,277,953 |

■ Train Km

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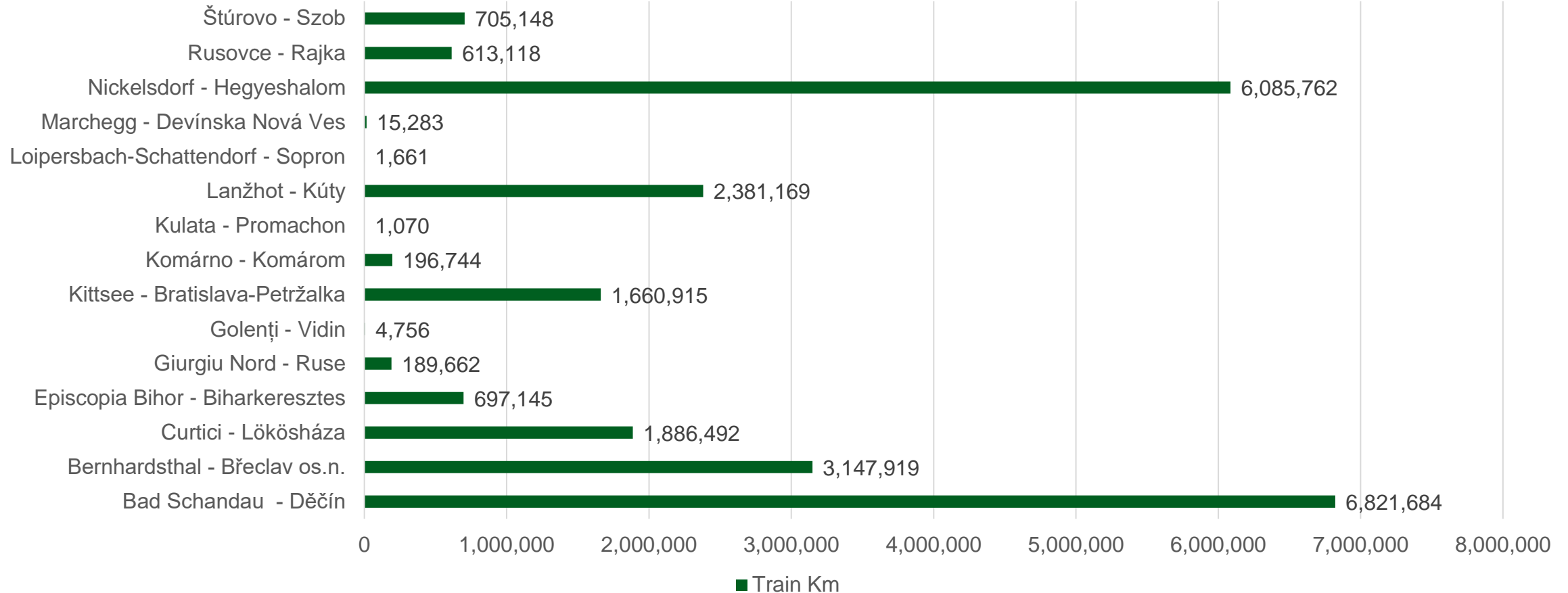
# MARKET DEVELOPMENT

## 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

*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.
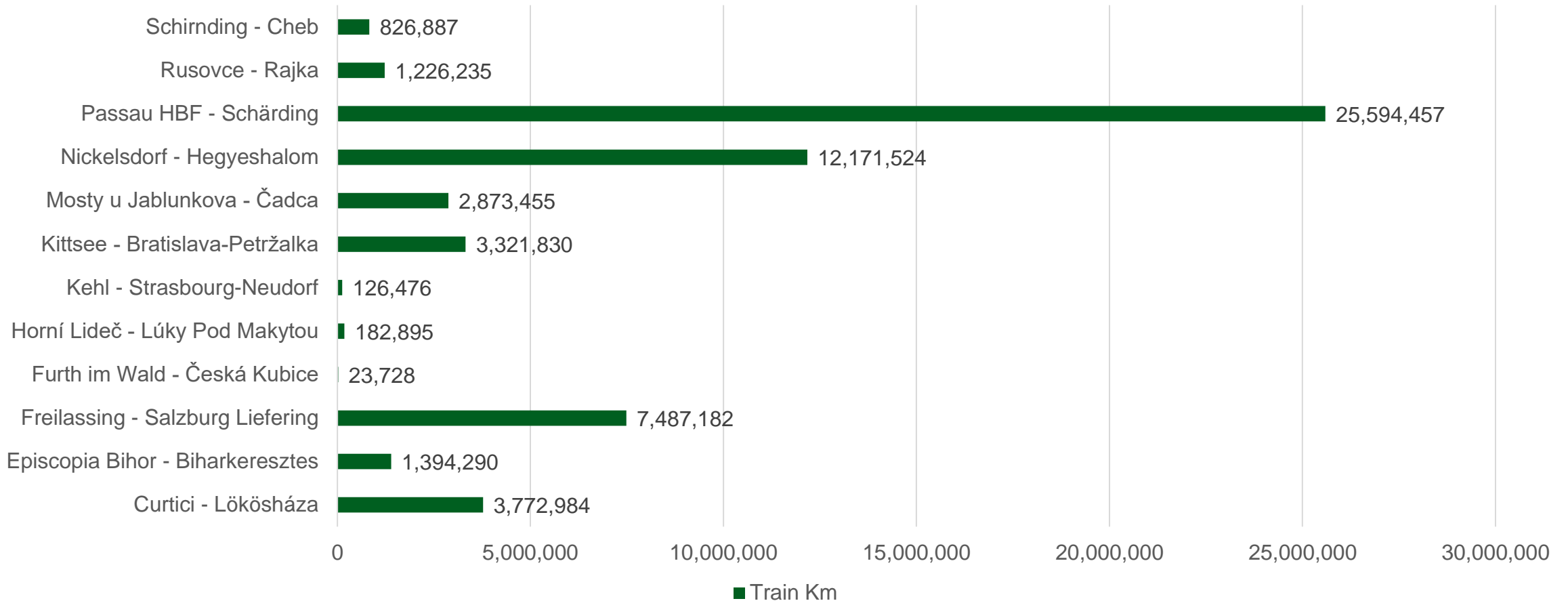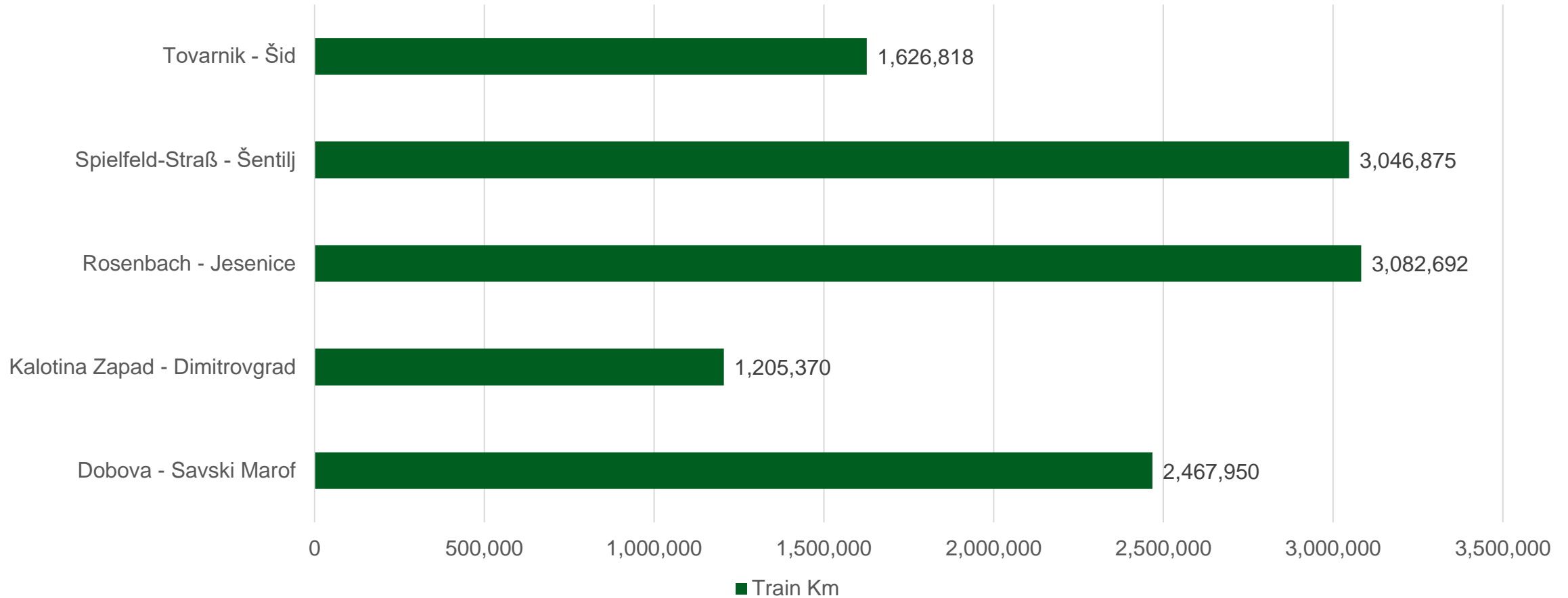
# MARKET DEVELOPMENT

## Train kilometers of trains per border 2023

| Border | Train Km |
|---|---|
| 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.
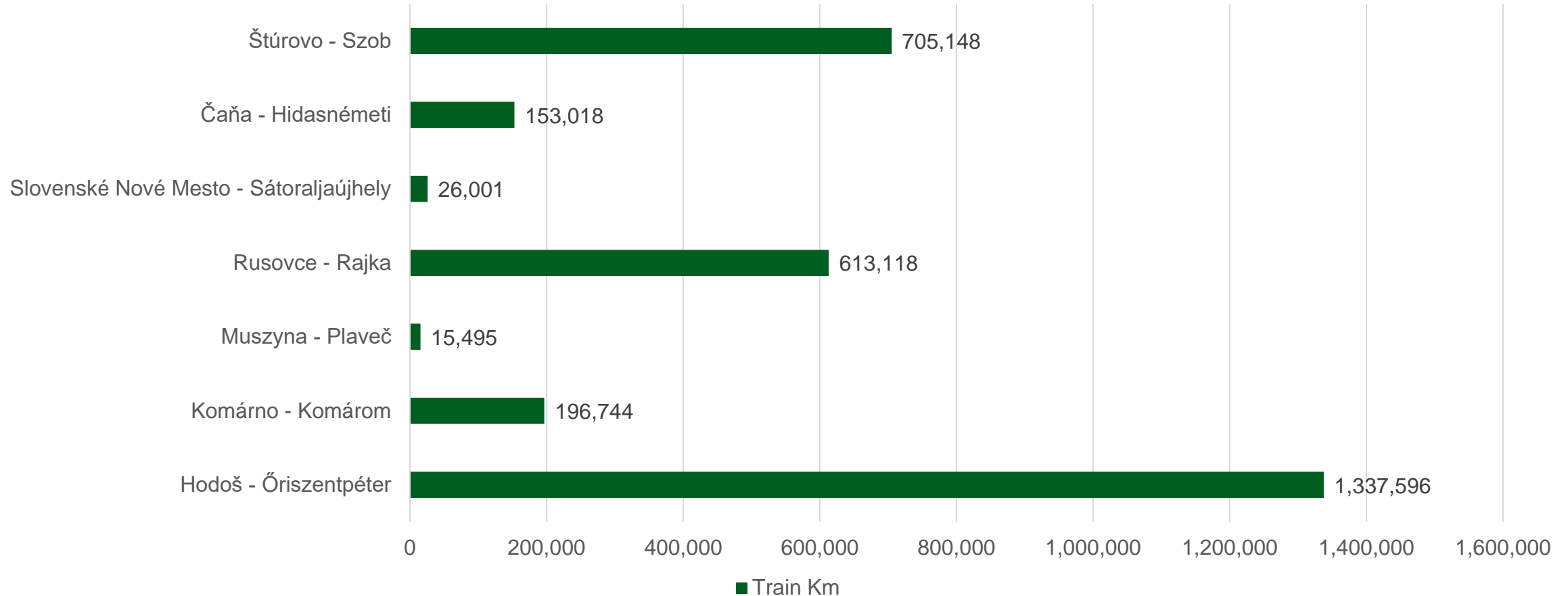
# MARKET DEVELOPMENT

## 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.

## 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.

## 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** |
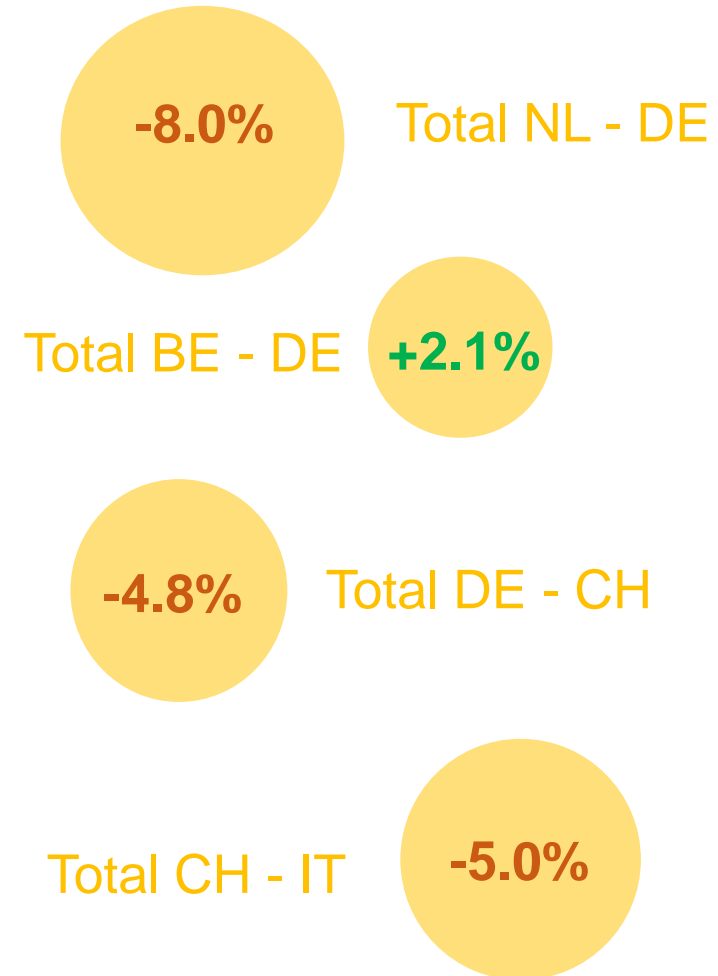
**-8.0%**   Total NL - DE

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 |

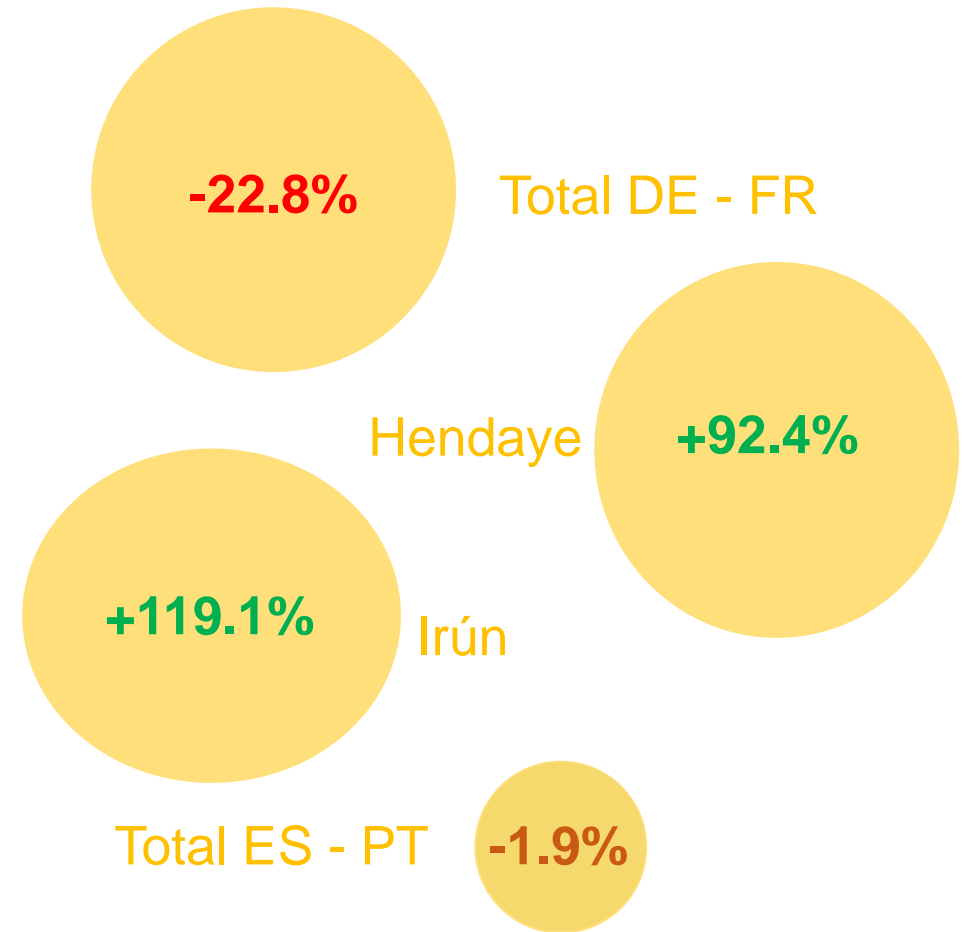-3.1% Total NL - BE

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.

# MARKET DEVELOPMENT

**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.

# MARKET DEVELOPMENT

**Number of trains per border**\*

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

**+2,64%** Kornsjø

Lernacken **-12.45%**

**-1.68%** Padborg/Flensburg

Kufstein **-10.12%**

**-9.32%** Brenner/Brennero

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

**RNE** RailNetEurope

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

*Commonly applicable RFC KPIs*

# MARKET DEVELOPMENT

**Number of trains per border***

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

**-22.8%** Total DE - FR

Hendaye **+92.4%**
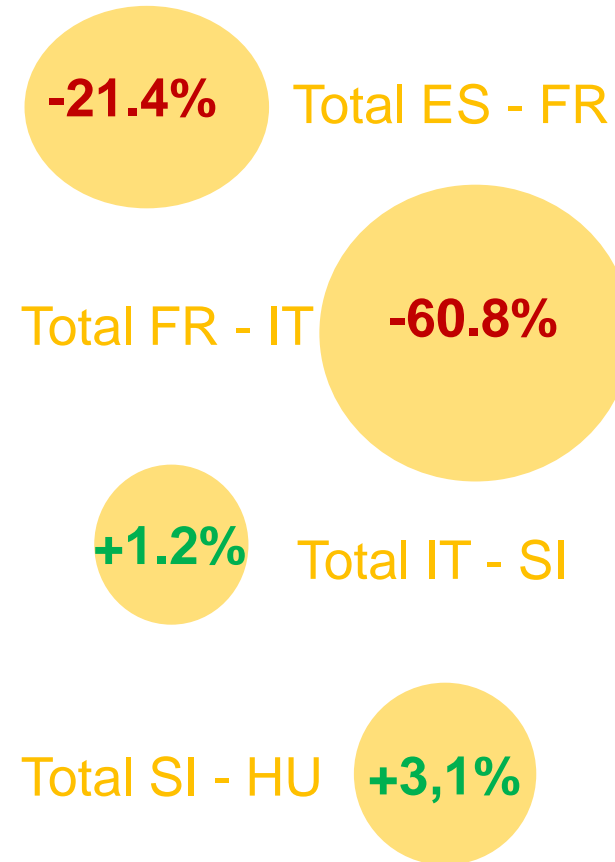
**+119.1%** Irún

Total ES - PT **-1.9%**

*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 | **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** |
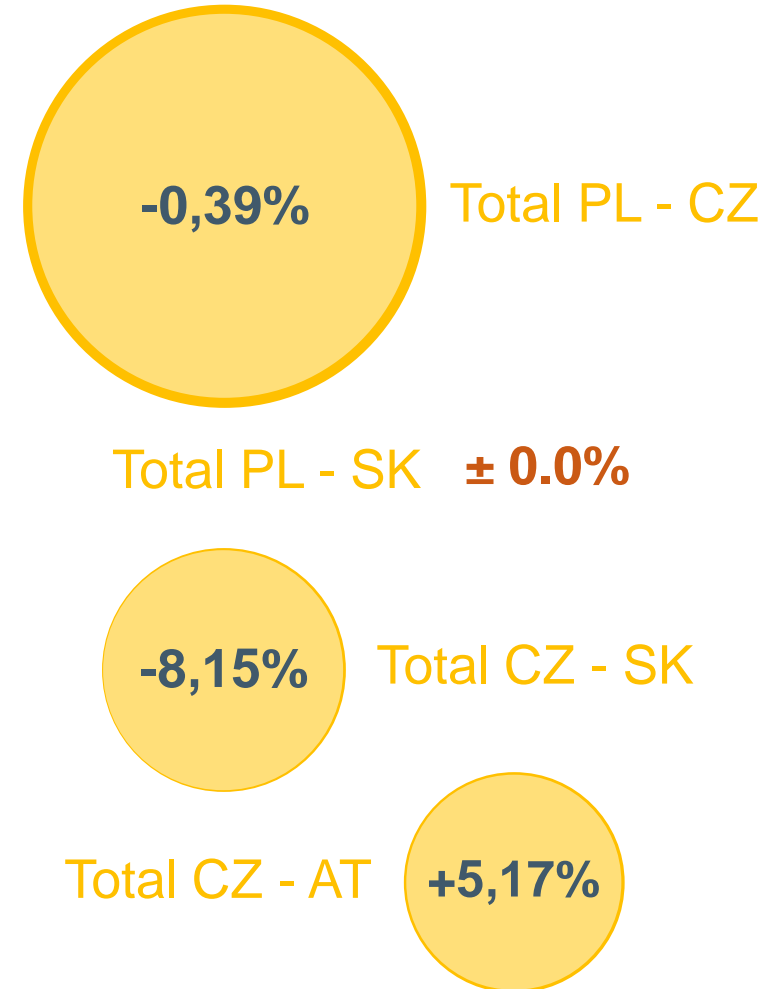
**-0,39%** Total PL - CZ

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**  |
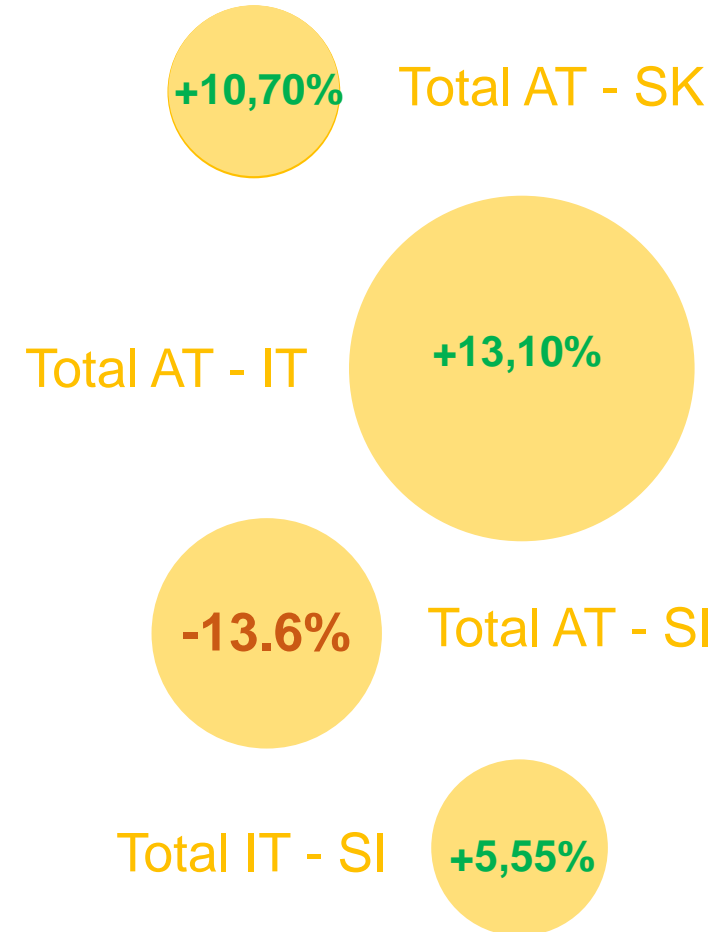
+10,70%  Total AT - SK

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
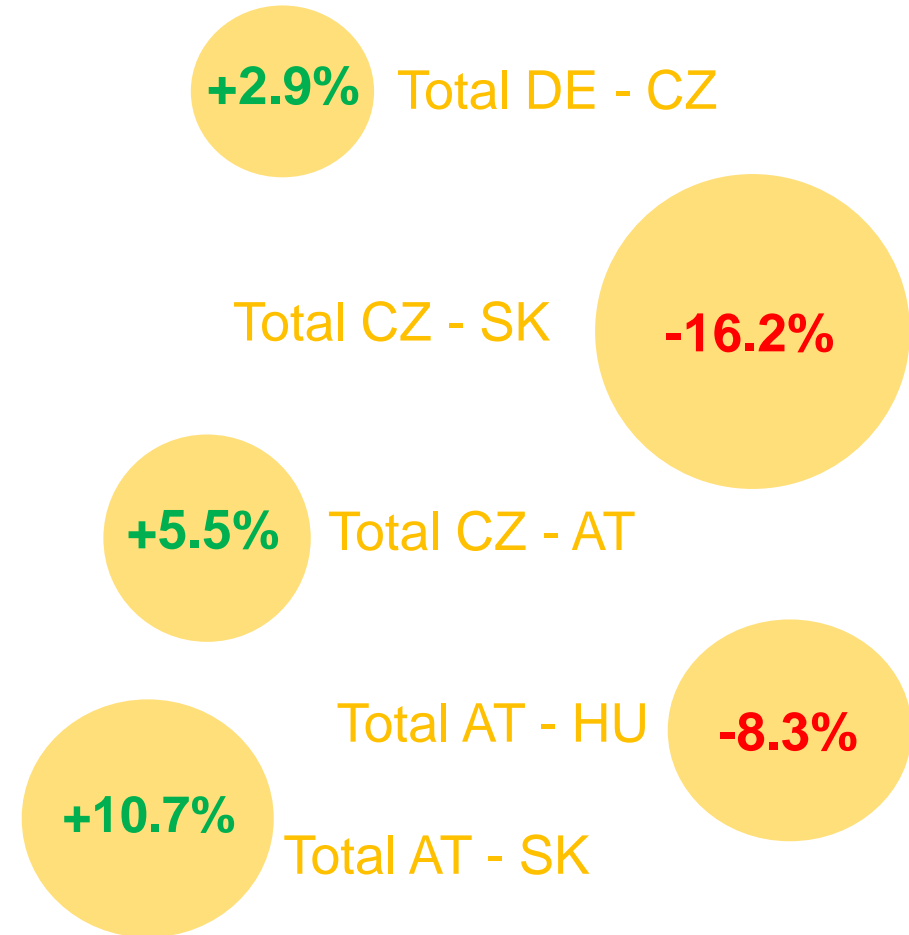
## Number of trains per border - Part 1*

|  | 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
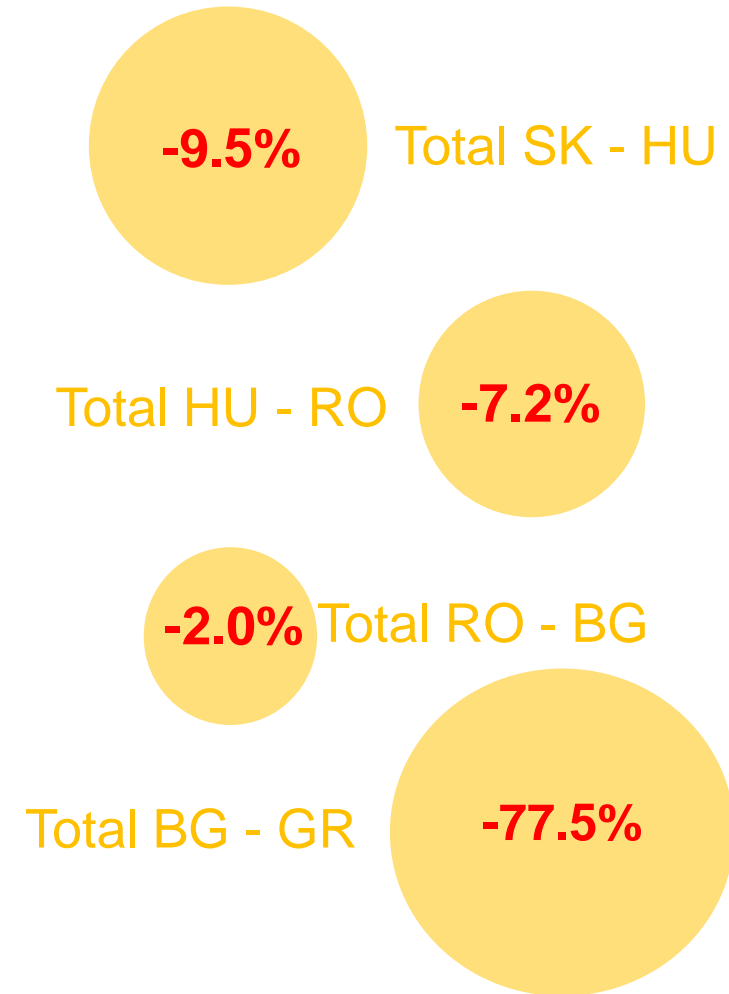
Total HR - HU **+12.2%**

\*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.

# MARKET DEVELOPMENT

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

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

**-9.5%** Total SK - HU

Total HU - RO **-7.2%**

**-2.0%** Total RO - BG

Total BG - GR **-77.5%**

*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.
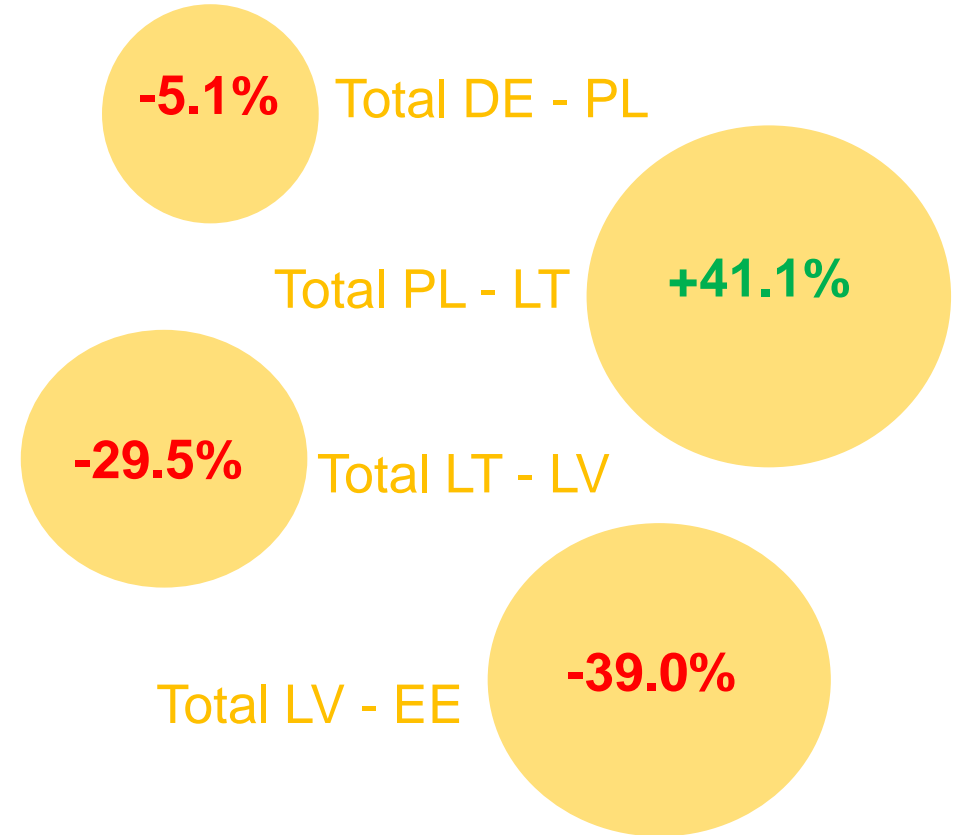
# MARKET DEVELOPMENT

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

|  | 2021 | 2022 | **2023** |
|---|---|---|---|
| Total NL - BE: | 8,523 | 8,465 | **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%**

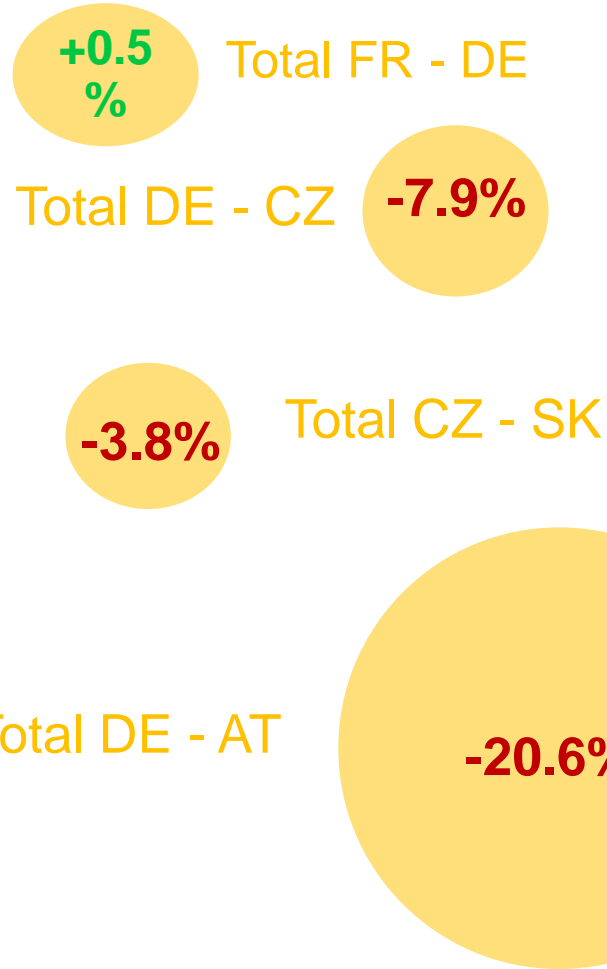Total NL - DE

**-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.

*Commonly applicable RFC KPIs*

# MARKET DEVELOPMENT

## Number of trains per border - Part 2*

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

**-5.1%** Total DE - PL

Total PL - LT **+41.1%**
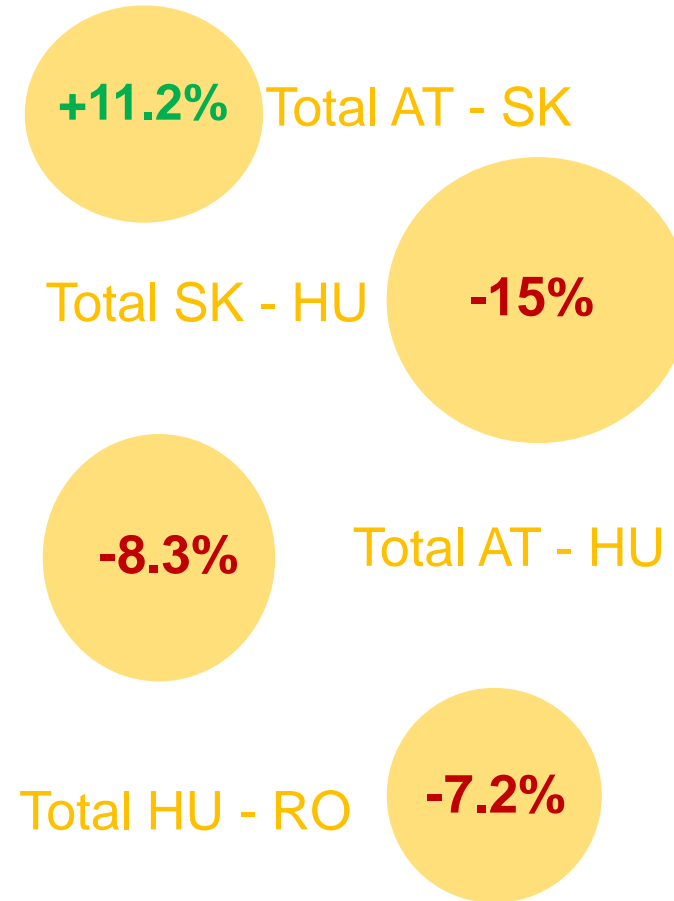
**-29.5%** Total LT - LV

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

*Commonly applicable RFC KPIs*

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

|  | 2021 | 2022 | **2023** |
|---|---|---|---|
| Total FR - DE: | 2,278 | 1,951 | **1961** |
| 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** |

**+0.5%** Total FR - DE

Total DE - CZ **-7.9%**

**-3.8%** Total CZ - SK
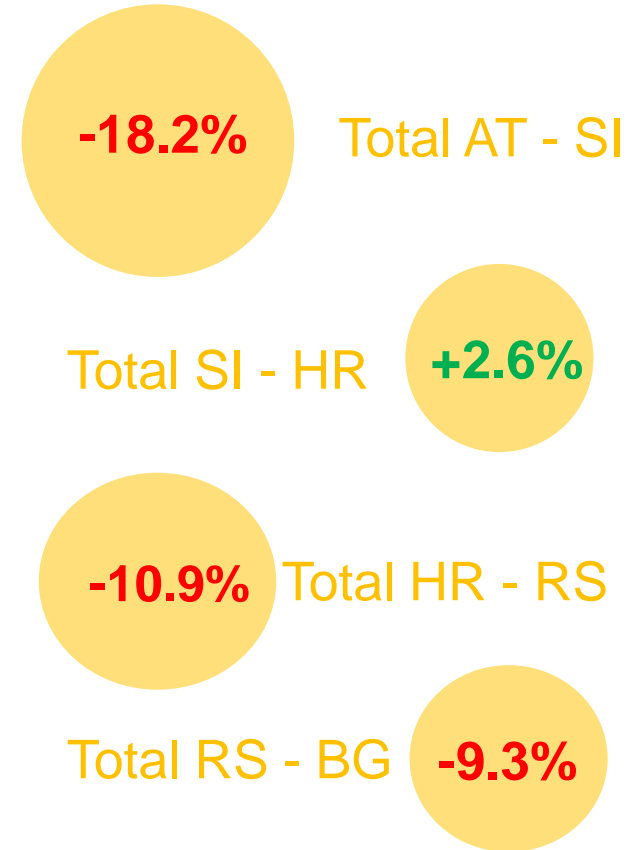
Total DE - AT **-20.6%**

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

# MARKET DEVELOPMENT

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

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

**+11.2%** Total AT - SK

Total SK - HU   **-15%**

**-8.3%**   Total AT - HU

Total HU - RO   **-7.2%**

\*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**\*

|                | 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%**

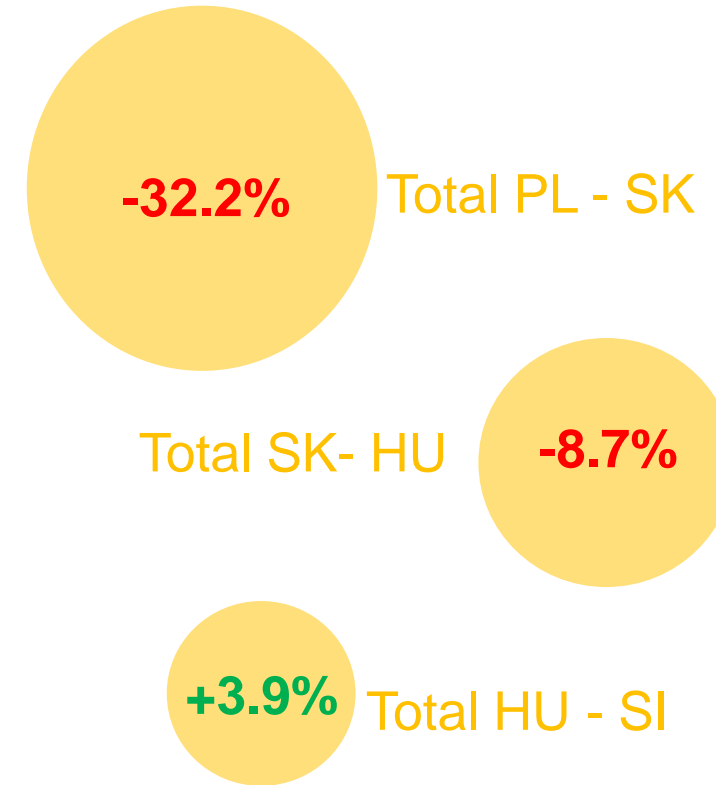**-10.9%** Total HR - RS

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.

# MARKET DEVELOPMENT

## Number of trains per border*

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

**-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.

*Commonly applicable RFC KPIs*

# 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'.

*Commonly applicable RFC KPIs*