

# Commonly applicable RFC KPIs

RFC ALPINE WESTERN BALKAN (AWB) (*WBEM*)

KPIs Report (June 2026)

CORRIDOR MANAGEMENT



Alpine-Western Balkan  
rail freight corridor

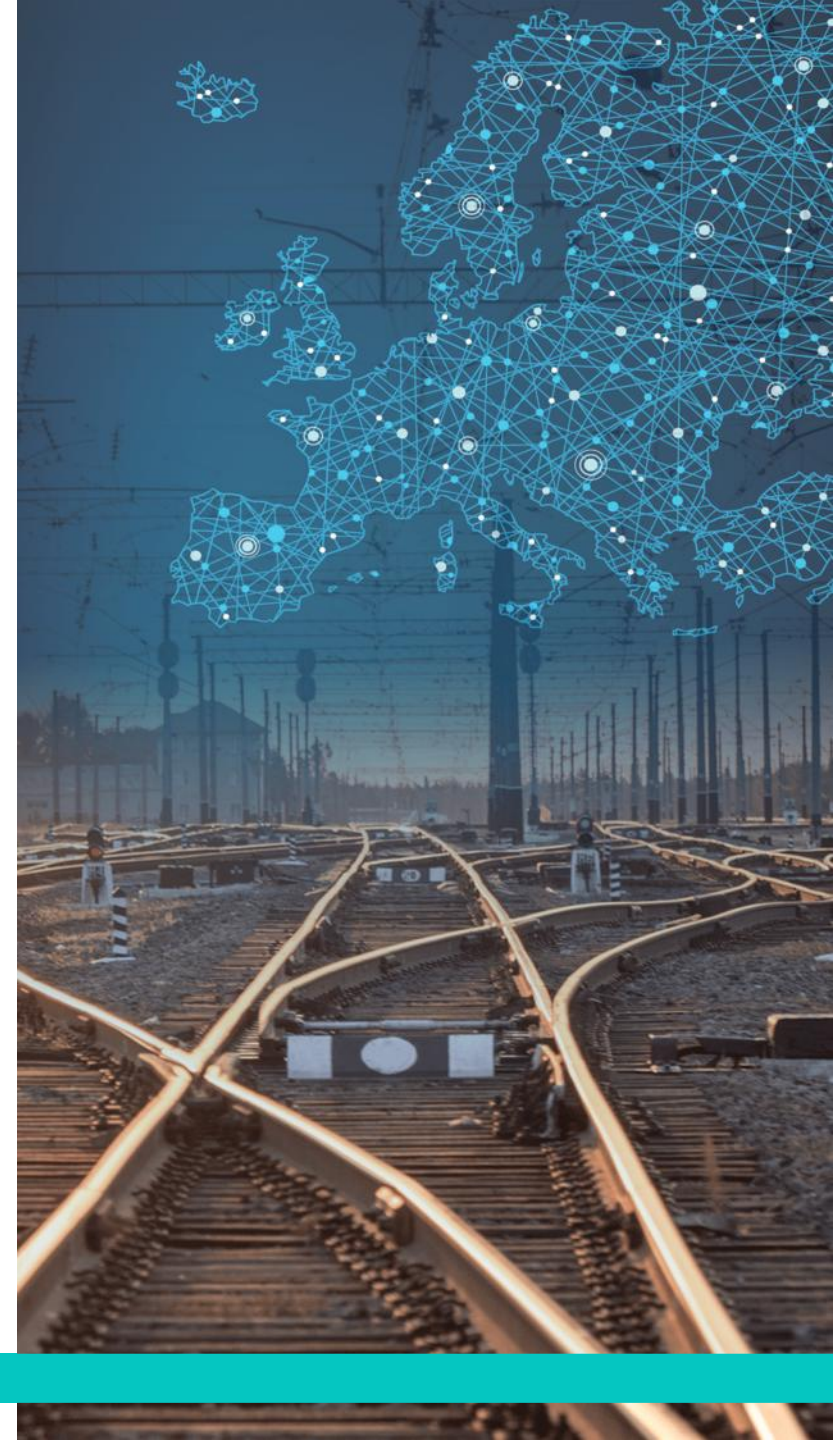
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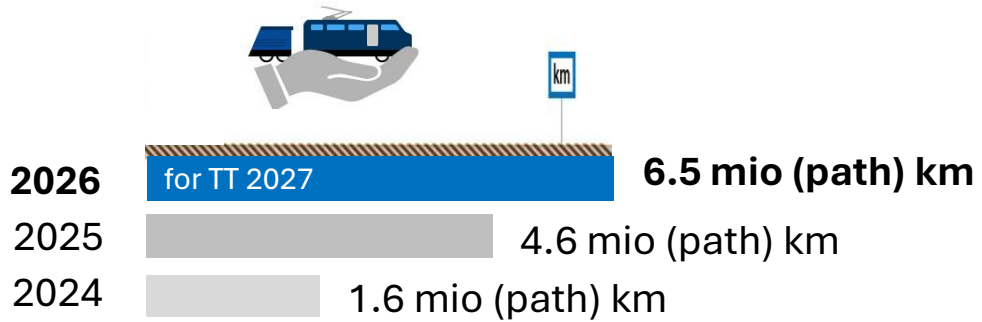
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# 01 CAPACITY MANAGEMENT for TT2027 & TT2026



# Capacity Management

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



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



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

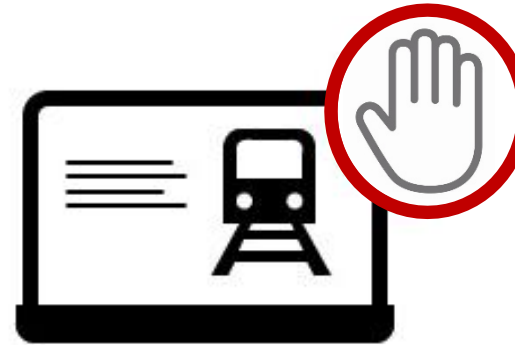
# Capacity Management

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



<b>2026</b>	for TT 2027	<b>16</b>
2025	for TT 2026	14
2024	for TT 2025	8

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



<b>2026</b>	<b>0</b>	for TT 2027
2025	0	for TT 2026
2024	0	for TT 2025

# Capacity Management

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



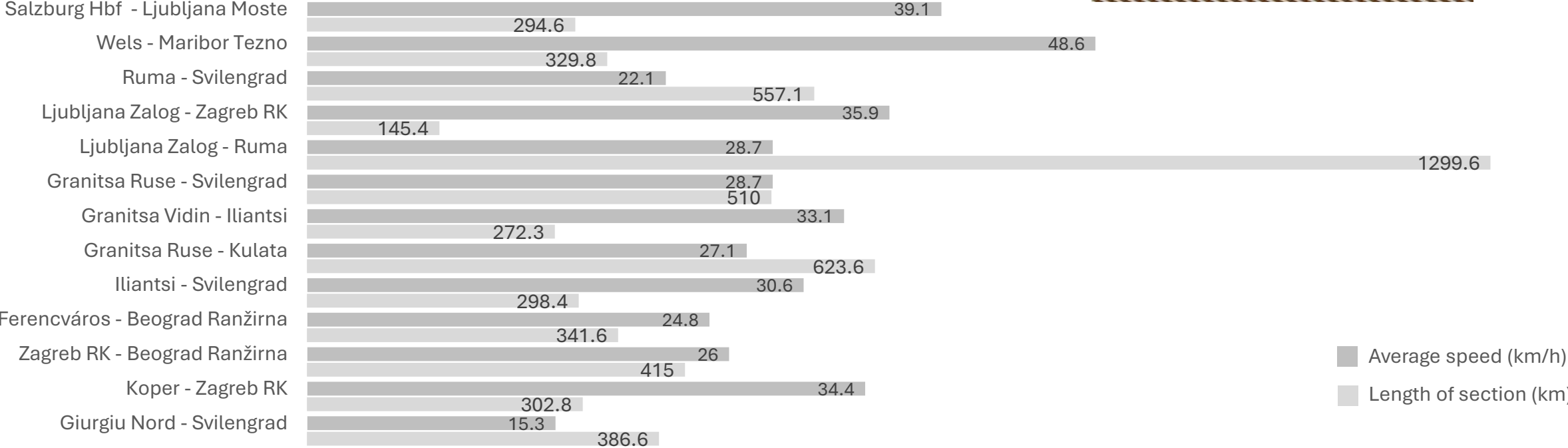
<b>2026</b>	for TT 2027	<b>1.2 mio (path) km</b>
2025	for TT 2026	1.1 mio (path) km
2024		0.4 mio (path) km <small>for TT 2025</small>

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



<b>2026</b>	for TT 2027	<b>18.8%</b>
2025	for TT 2026	24.3%
2024	for TT 2025	25.9%

# Average planned speed of PaPs for TT 2027 (calculation per O/D pairs)






*\*Due to the transition phase and for legal reasons, the corridor may also use its original designation (RFC Alpine - Western Balkan).*

# Capacity Management

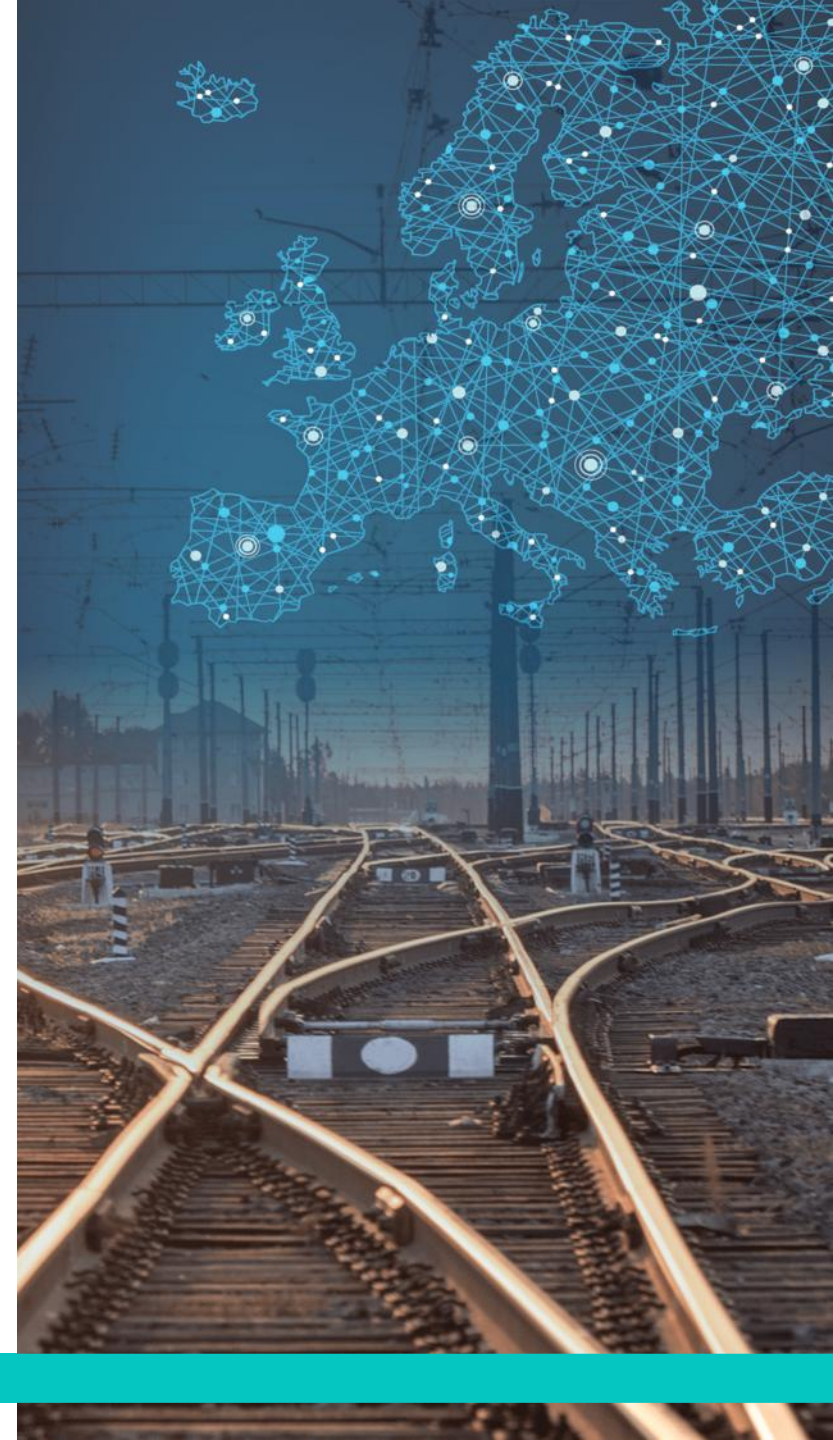
Volume of offered capacity – Reserve Capacity (at X-2)



TT 2026		0.76 mio (path) km
TT 2025		0.83 mio (path) km
TT 2024		0.92 mio (path) km

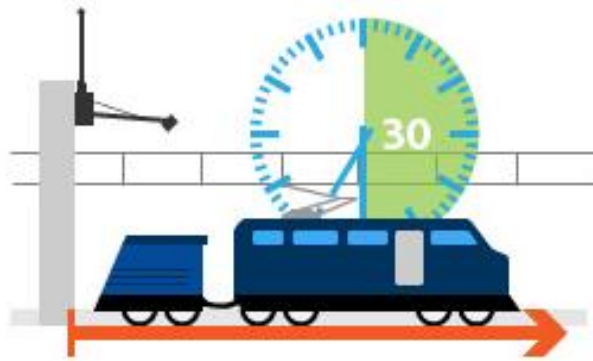
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# 02 OPERATION & Market and Development for 2025



# Operations

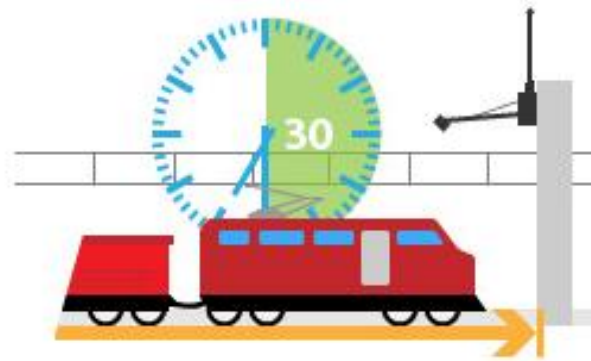
## Punctuality at RFC entry



(delay ≤ 30 minutes)



## Punctuality at RFC exit

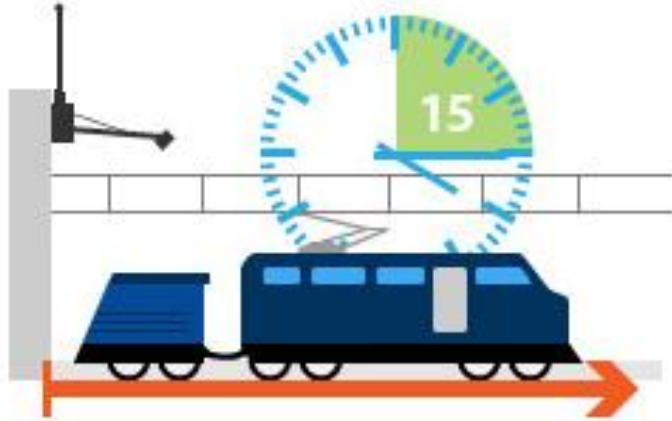


(delay ≤ 30 minutes)



# Operations

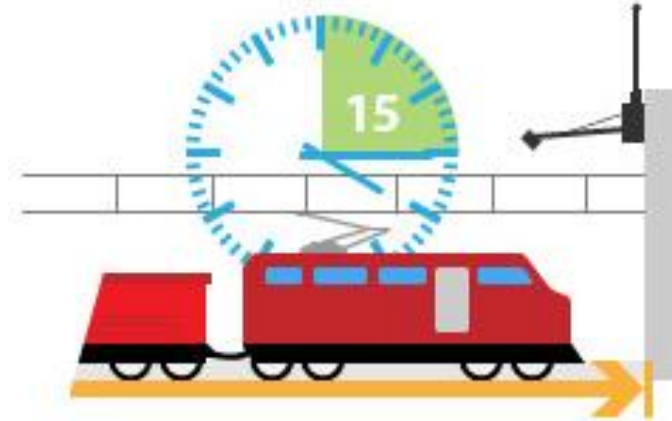
### Punctuality at RFC entry



(delay ≤ 15 minutes)



### Punctuality at RFC exit

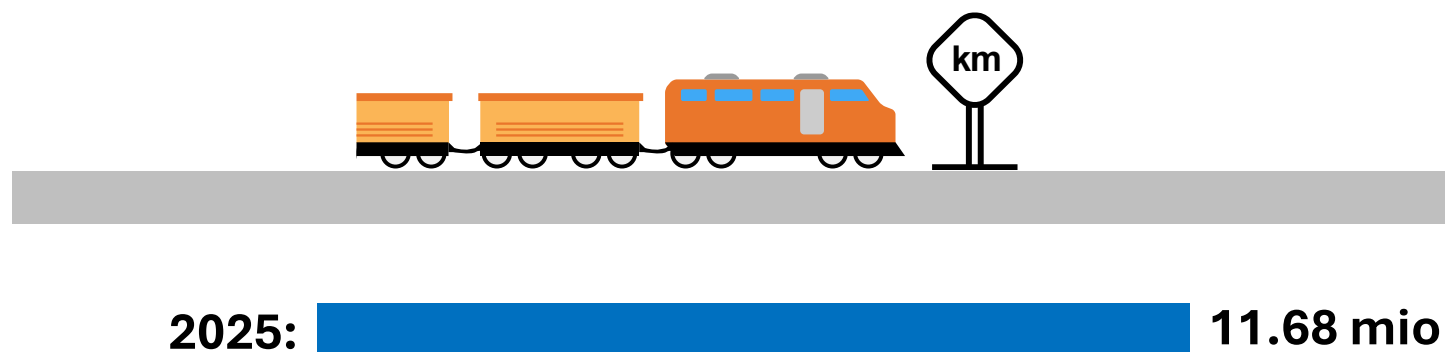


(delay ≤ 15 minutes)



# Operations

## Train Kilometers (million) of trains per RFC\*



2025:

11.68 mio

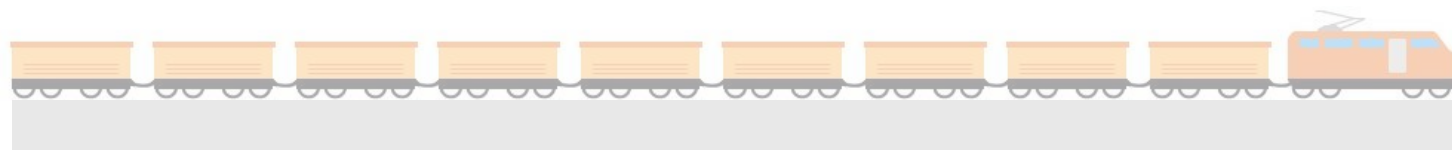
\*The calculation of this KPI is based on data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation.

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

The figure combined data from RNE's TIS and national system.

# Operations

## Number of trains per RFC\*



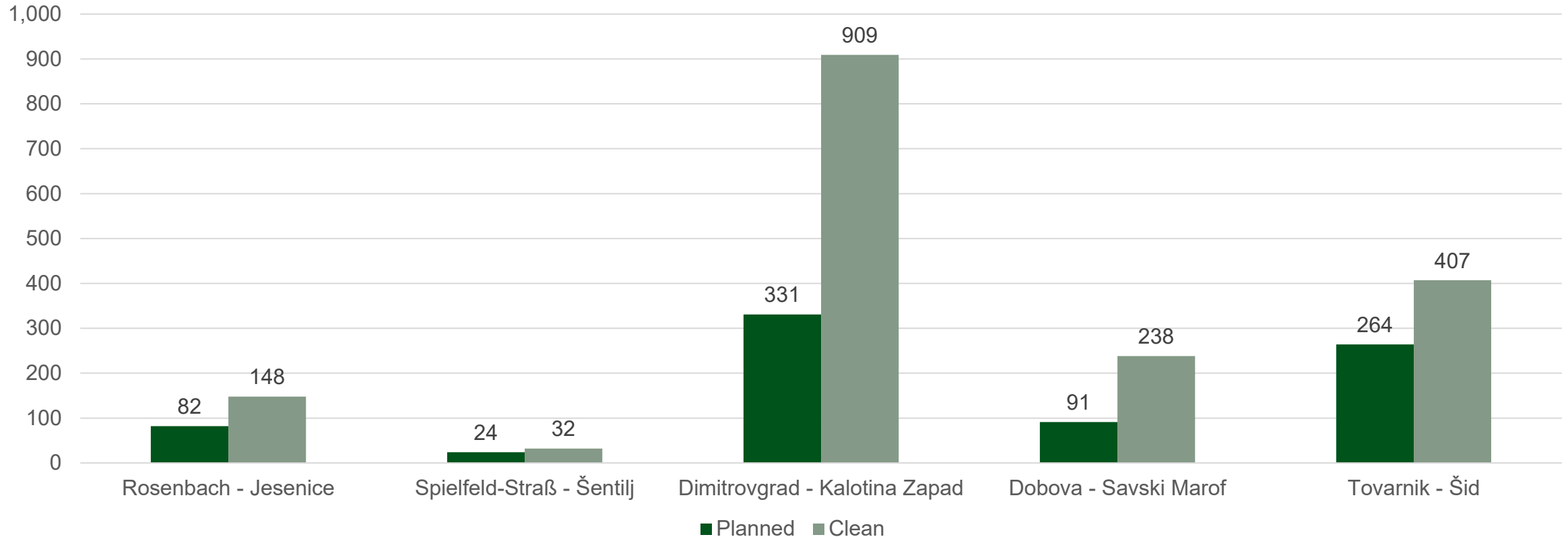
<b>2025**:</b>		<b>26,135</b>
2024:		32,611
2023:		30,052

\*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.

\*\* Combined data from RNE's TIS and national system.

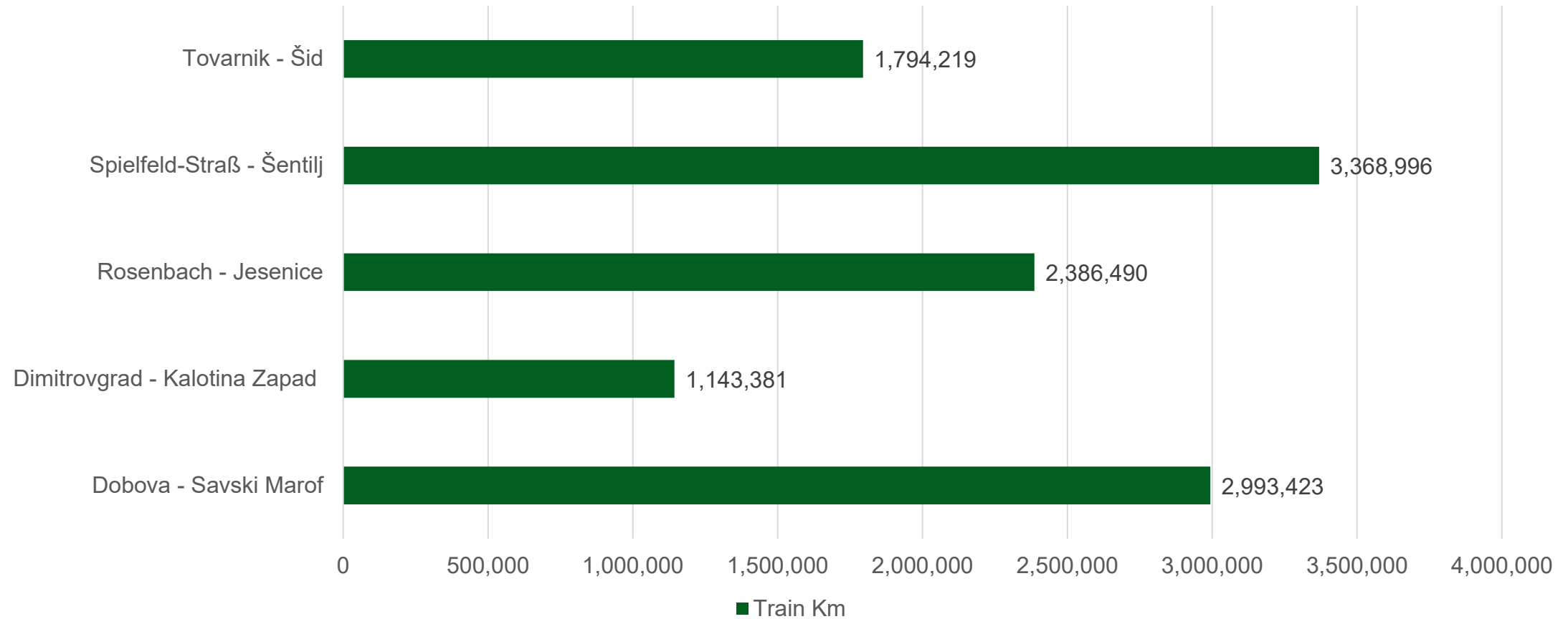
# Dwell times in border sections (planned and clean) 2025

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\*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.

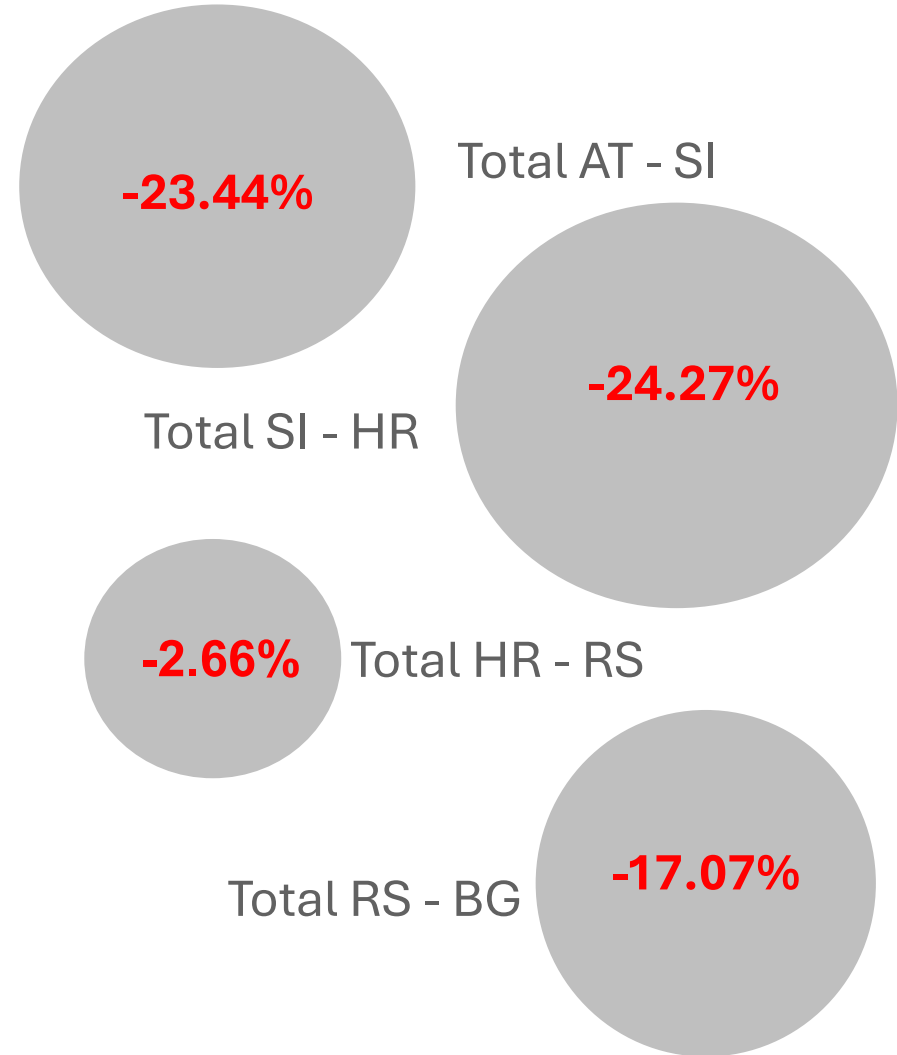
# Train kilometers of trains per border 2025



\*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.

# Number of trains per border \*

	2023	2024	2025
Total AT - SI:	14,964	15,528	<b>11,888</b>
Total SI - HR:	7,245	8,408	<b>6,367</b>
Total HR - RS:	4,132	4,762	<b>4,635</b>
Total RS - BG:	3,711	3,913	<b>3,245</b>



\*The calculation of this KPI is based on data in IMs' systems except of "Total AT-SI" which the figures obtained by RNE TIS. 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.

# Allocated by C-OSS for TT2026

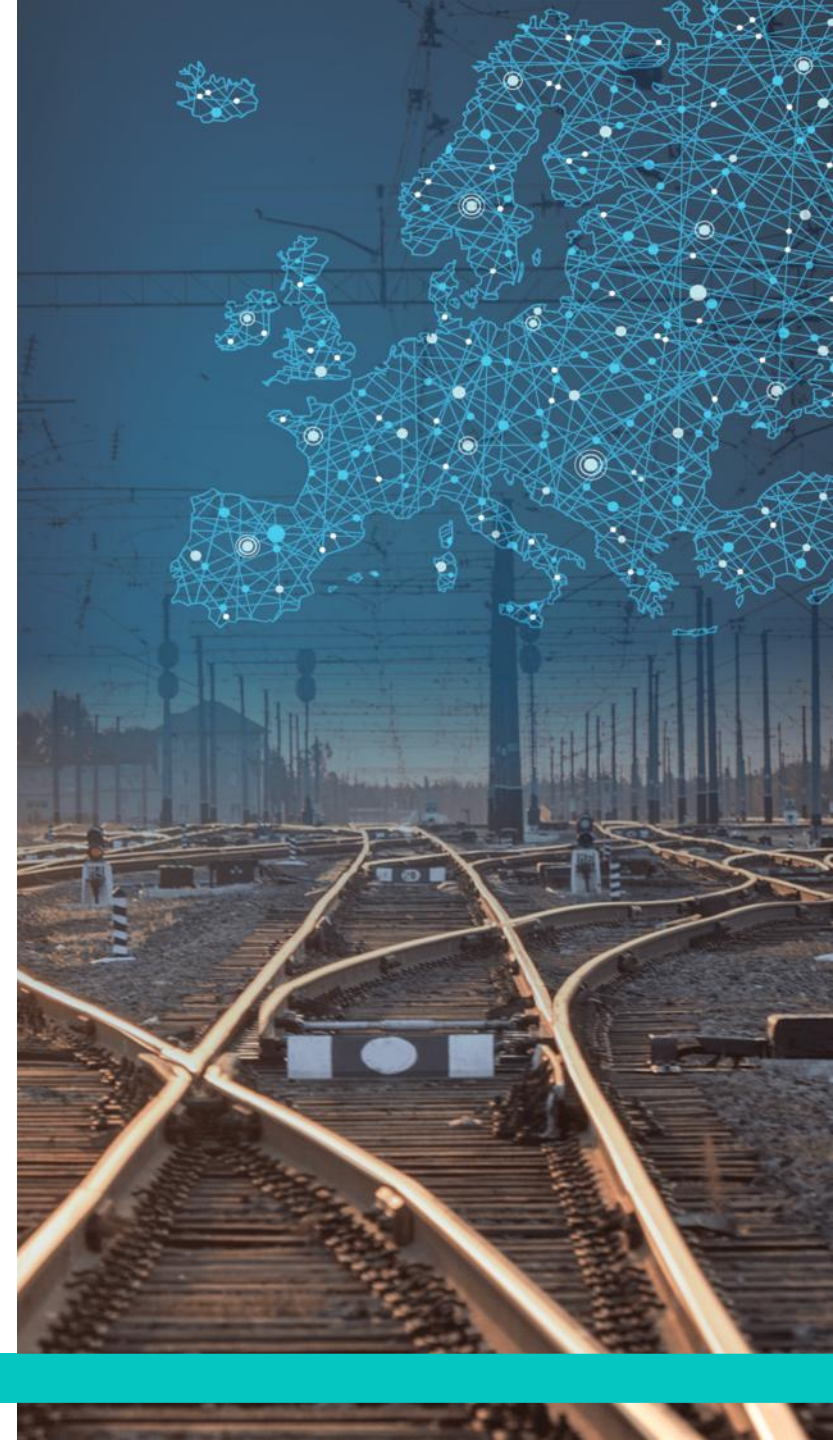
Location Code	Between member states		Between operational points		RFC(s) Involved	RFC Line Category	Allocated by C-OSS 2025 (for TT2026)
EU00112	Austria	Slovenia	Rosenbach	Jesenice	RFC 10 Alpine-Western Balkan	Principal	5,0%
EU00113	Austria	Slovenia	Spielfeld-Straß	Šentilj	RFC 10 Alpine-Western Balkan	Principal	9,09% (RFC BA) 4,8% (RFC AWB) <b>Combined 13,89%</b>
EU00211	Serbia	Bulgaria	Dimitrovgrad	Kalotina Zapad	RFC 10 Alpine-Western Balkan	Principal	
EU00212*	<i>Bulgaria</i>	<i>Turkey</i>	<i>Svilengrad</i>	<i>Kapikule</i>	<i>RFC 10 Alpine-Western Balkan</i>	<i>Principal</i>	
EU00216	Slovenia	Croatia	Dobova	Savski Marof	RFC 10 Alpine-Western Balkan	Principal	8,70% (MED RFC) 2,5% (AWB RFC) <b>Combined 11,2%</b>
EU00226	Croatia	Serbia	Tovarnik	Šid	RFC 10 Alpine-Western Balkan	Principal	1,2%

\*Border-crossings involving third countries, that are not members of the RFC. Since the C-OSS does not allocate capacity for these borders, they shall be taken out from the published KPI.

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# 03 DISCLAIMER

CORRIDOR MANAGEMENT



# Disclaimer: For Operation and Market Development 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

# Disclaimer

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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](#)'.

# Contact

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