

Commonly applicable RFC KPIs

RFC MEDITERRANEAN (MED) KPIs Report (June 2026)

CORRIDOR MANAGEMENT

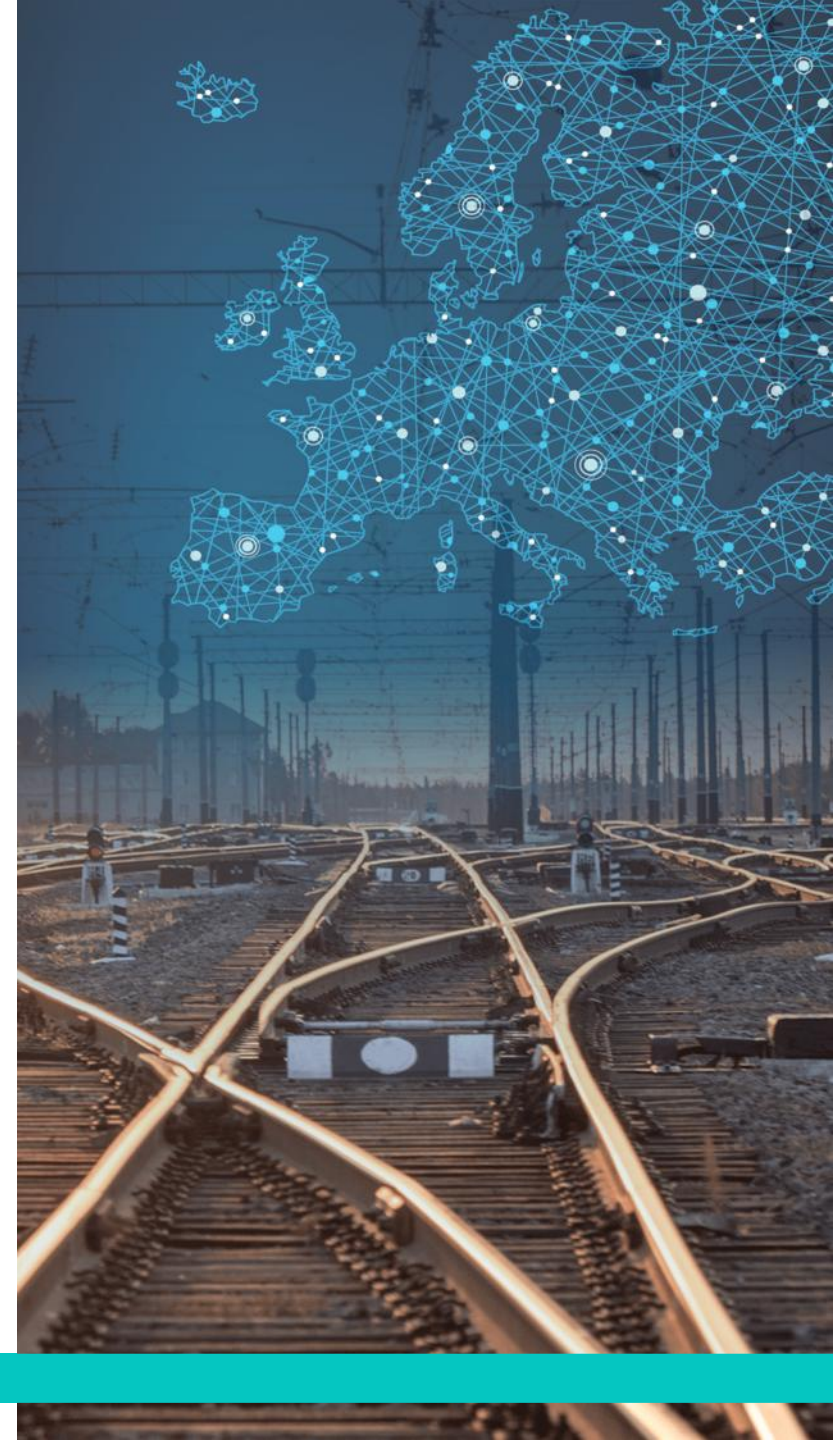


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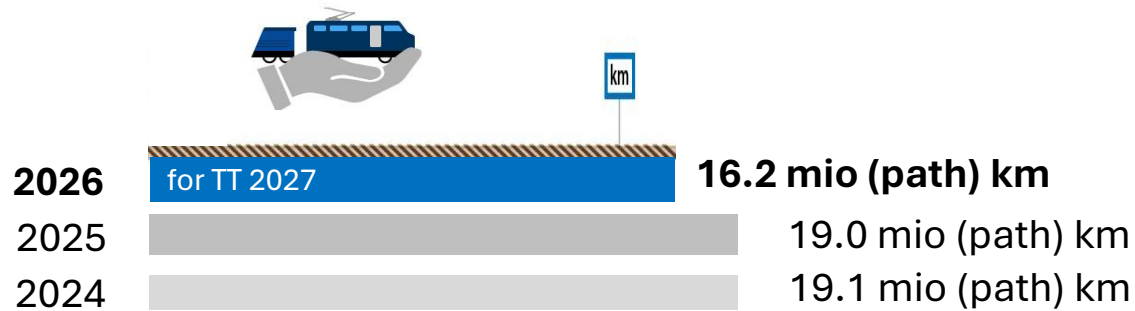
CORRIDOR MANAGEMENT

01 CAPACITY MANAGEMENT for TT2027 & TT2026

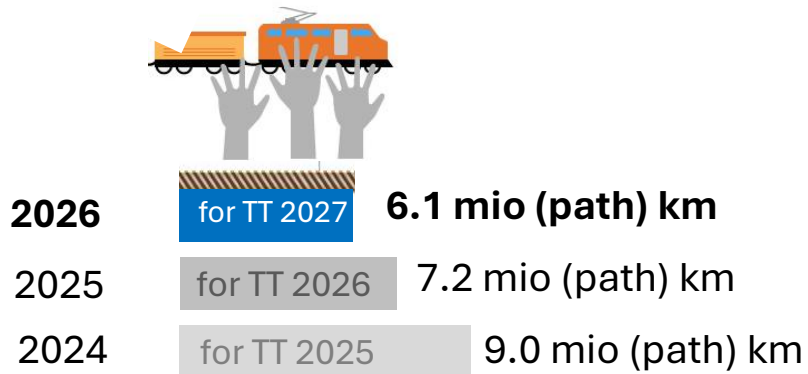


Capacity Management

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



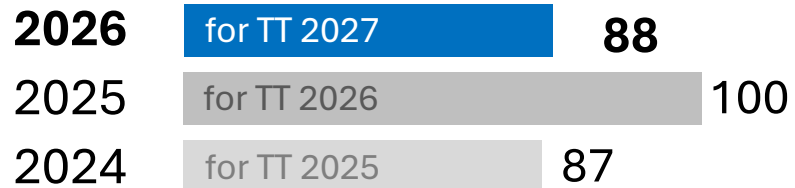
Volume of requested capacity – PaPs (at X-8)



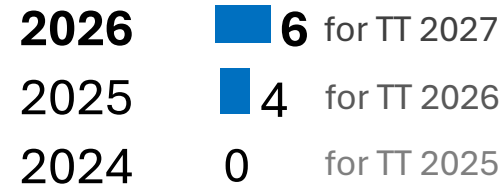
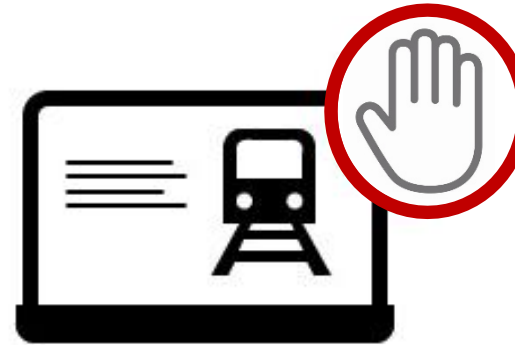
**The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

Capacity Management

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



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



Capacity Management

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



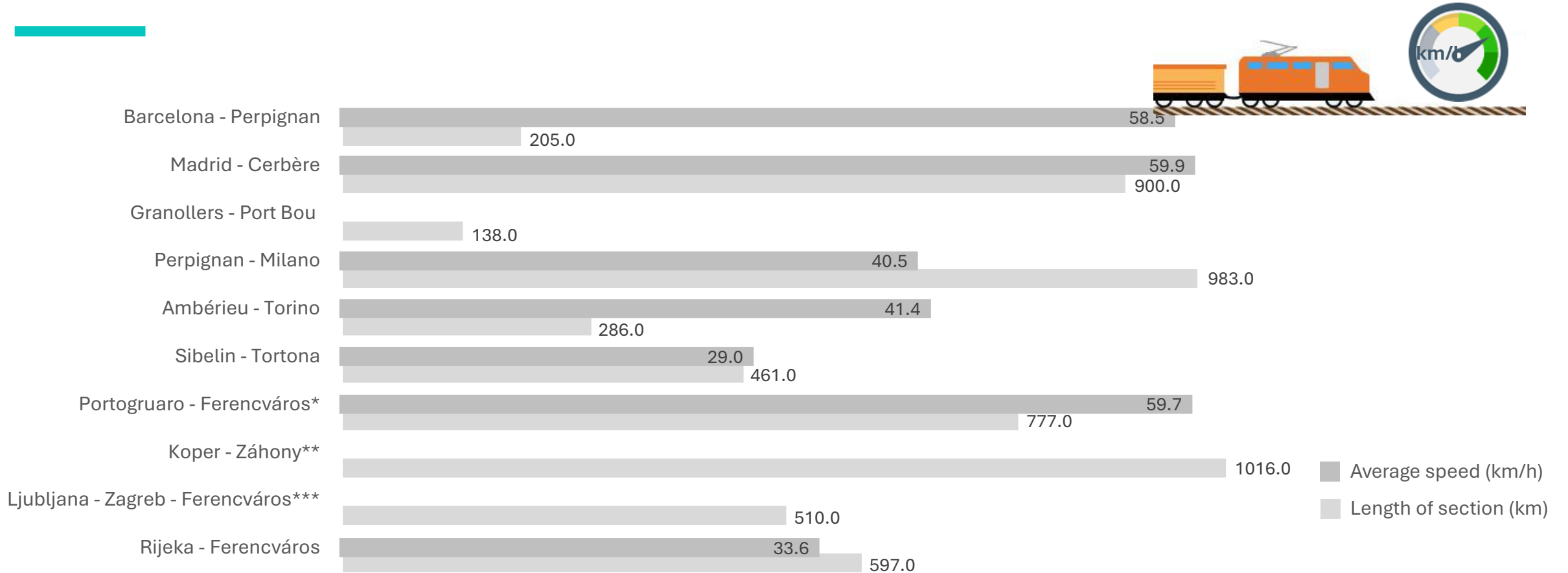
2026	for TT 2027	6.1 mio (path) km
2025	for TT 2026	7.15 mio (path) km
2024	for TT 2025	9.0 mio (path) km

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



2026	for TT 2027	37.3%
2025	for TT 2026	37.7%
2024	for TT 2025	47.1%




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



Capacity Management

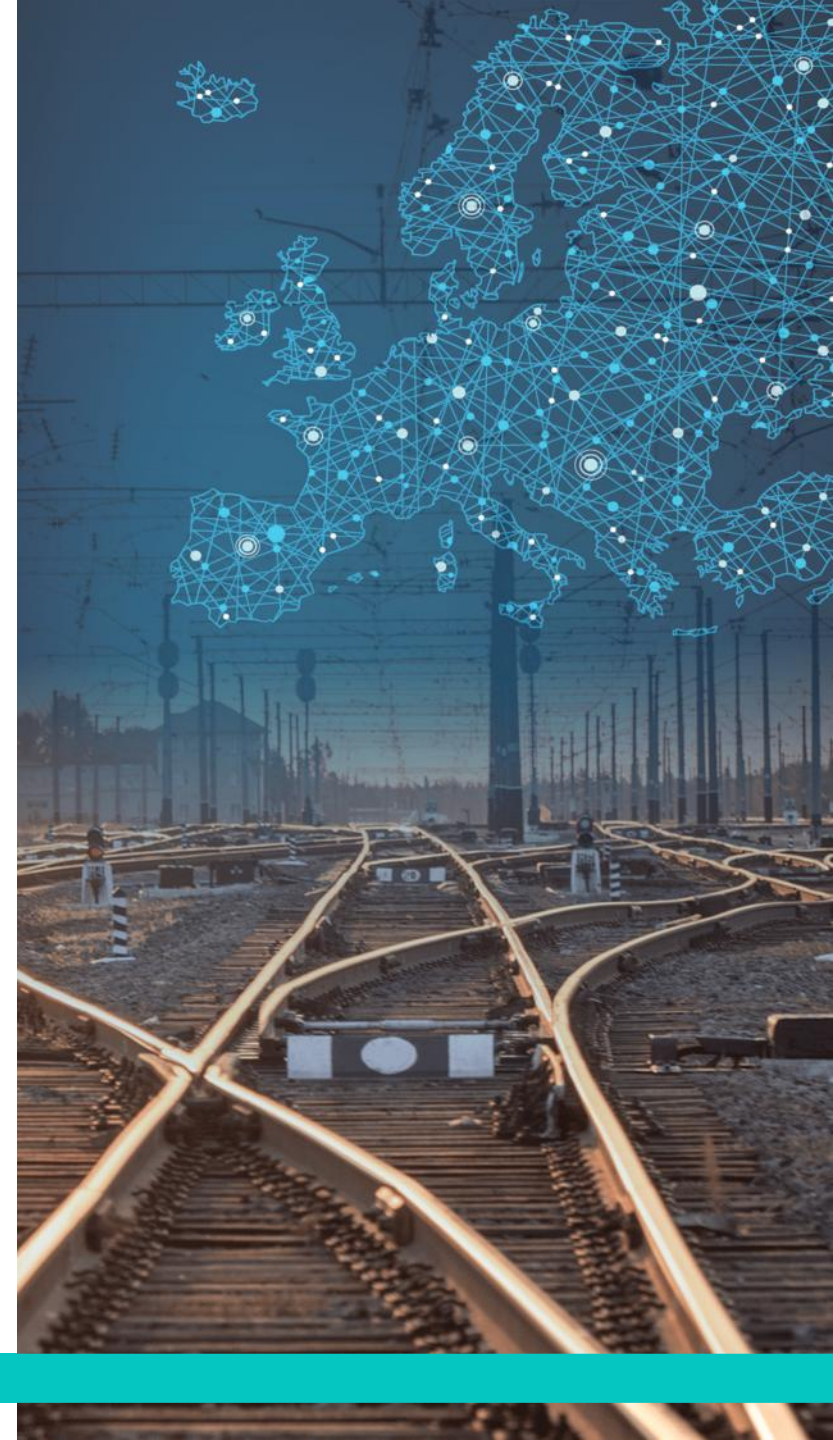
Volume of offered capacity – Reserve Capacity (at X-2)



TT 2026		4.51 mio (path) km
TT 2025		2.23 mio (path) km
TT 2024		2.34 mio (path) km

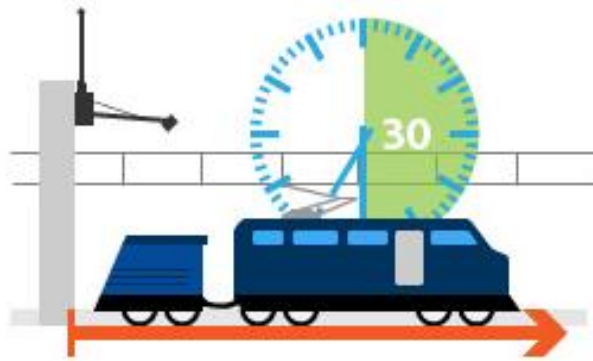
CORRIDOR MANAGEMENT

02 OPERATION & Market and Development for 2025



Operations

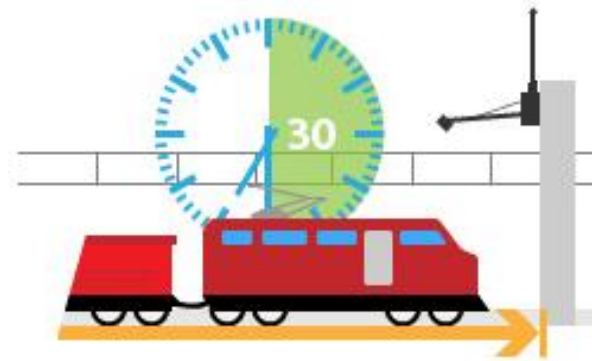
Punctuality at RFC entry



(delay ≤ 30 minutes)



Punctuality at RFC exit

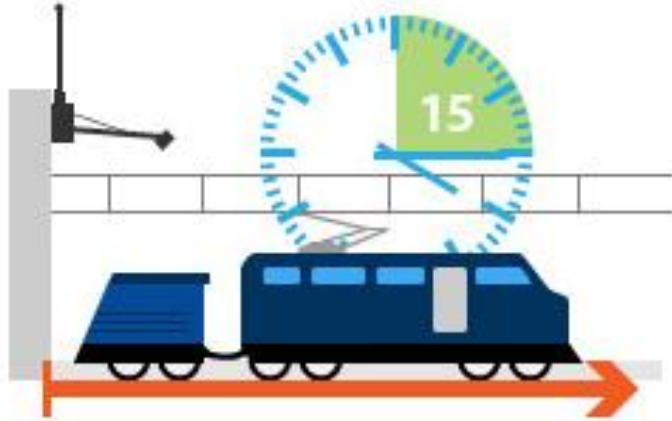


(delay ≤ 30 minutes)



Operations

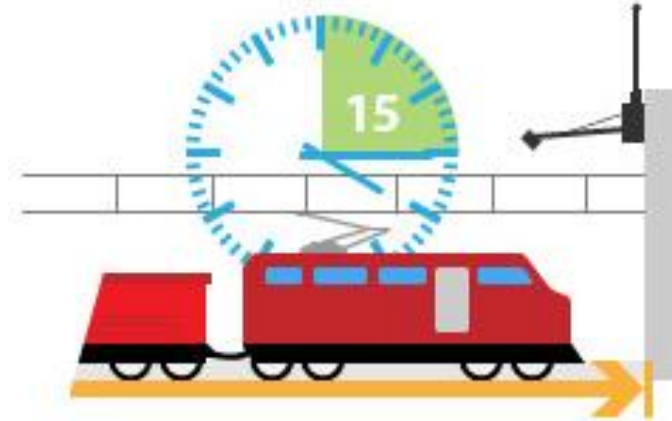
Punctuality at RFC entry



(delay ≤ 15 minutes)



Punctuality at RFC exit

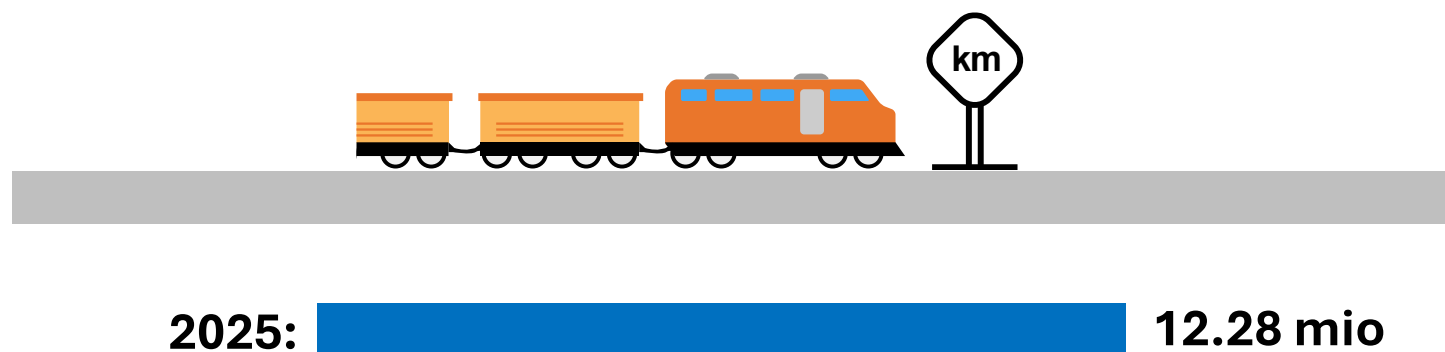


(delay ≤ 15 minutes)



Operations

Train Kilometers (million) of trains per RFC*

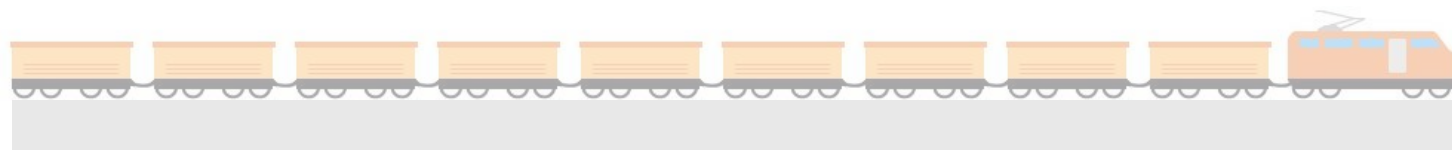


*The calculation of this KPI is based on data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation.

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

Operations

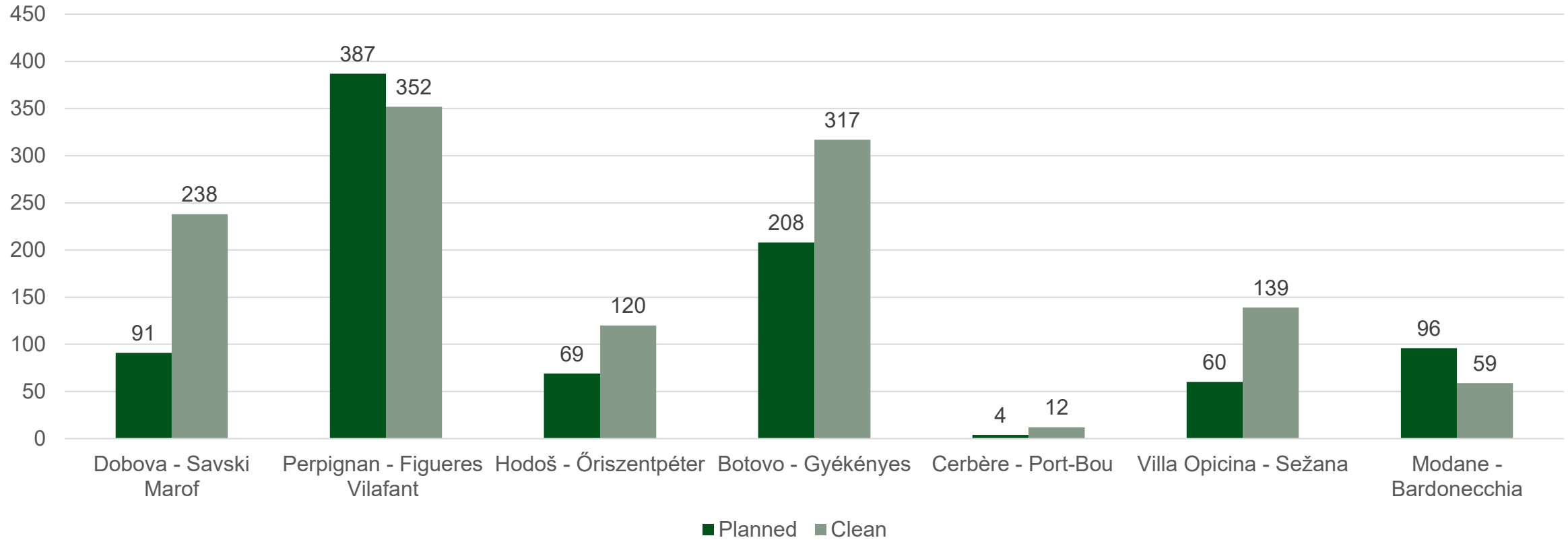
Number of trains per RFC*



*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.

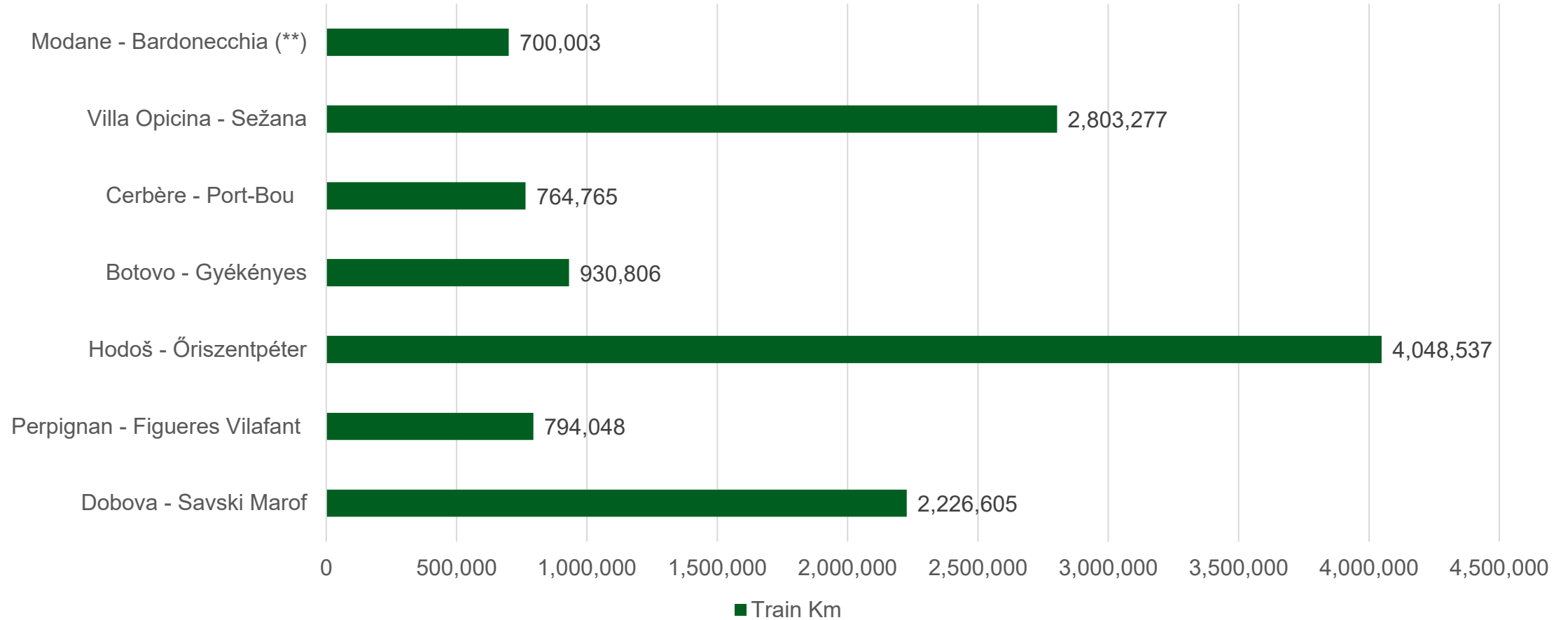
Dwell times in border sections (planned and clean) 2025

Dwell times in border sections (planned and clean) 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.

Train kilometers of trains per border 2025

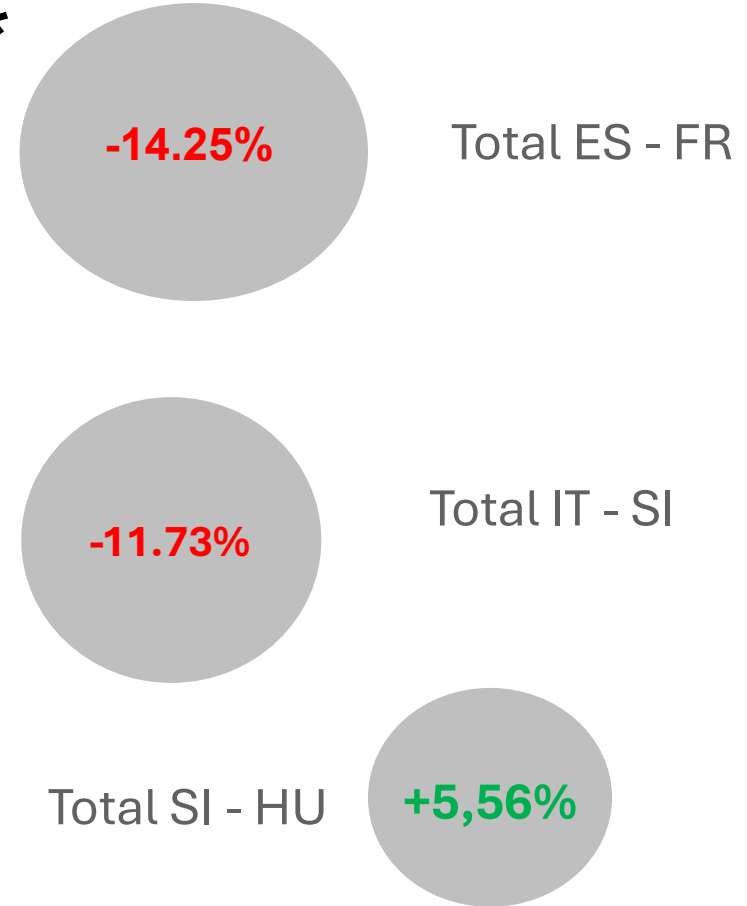


*The calculation of this KPI is based on the data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation (Considerable difference between national number of trains and TIS). The presented data might differ from the data gathered in the national systems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

**Border was closed between August 2023 and March 2025

Number of trains per border – Part 1*

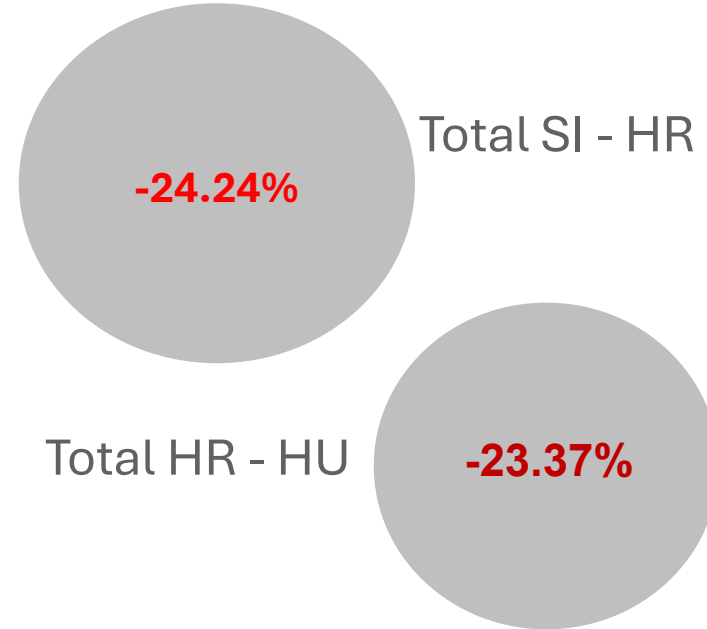
	2023	2024	2025
Total ES - FR:	3,678	4,223	3,621
Total FR - IT:	3,352	CLOSURE OF THE BORDER IN 2024	1,572**
Total IT - SI:	7,612	9,265	8,178
Total SI - HU:	6,492	7,104	7,499



*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.
 **Modane – Bardonecchia border was closed from 08-2023 to 03-2025

Number of trains per border – Part 2*

	2023	2024	2025
Total SI - HR:	8,009	8,404	6,367
Total HR - HU:	6,741	6,054	4,639



*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.

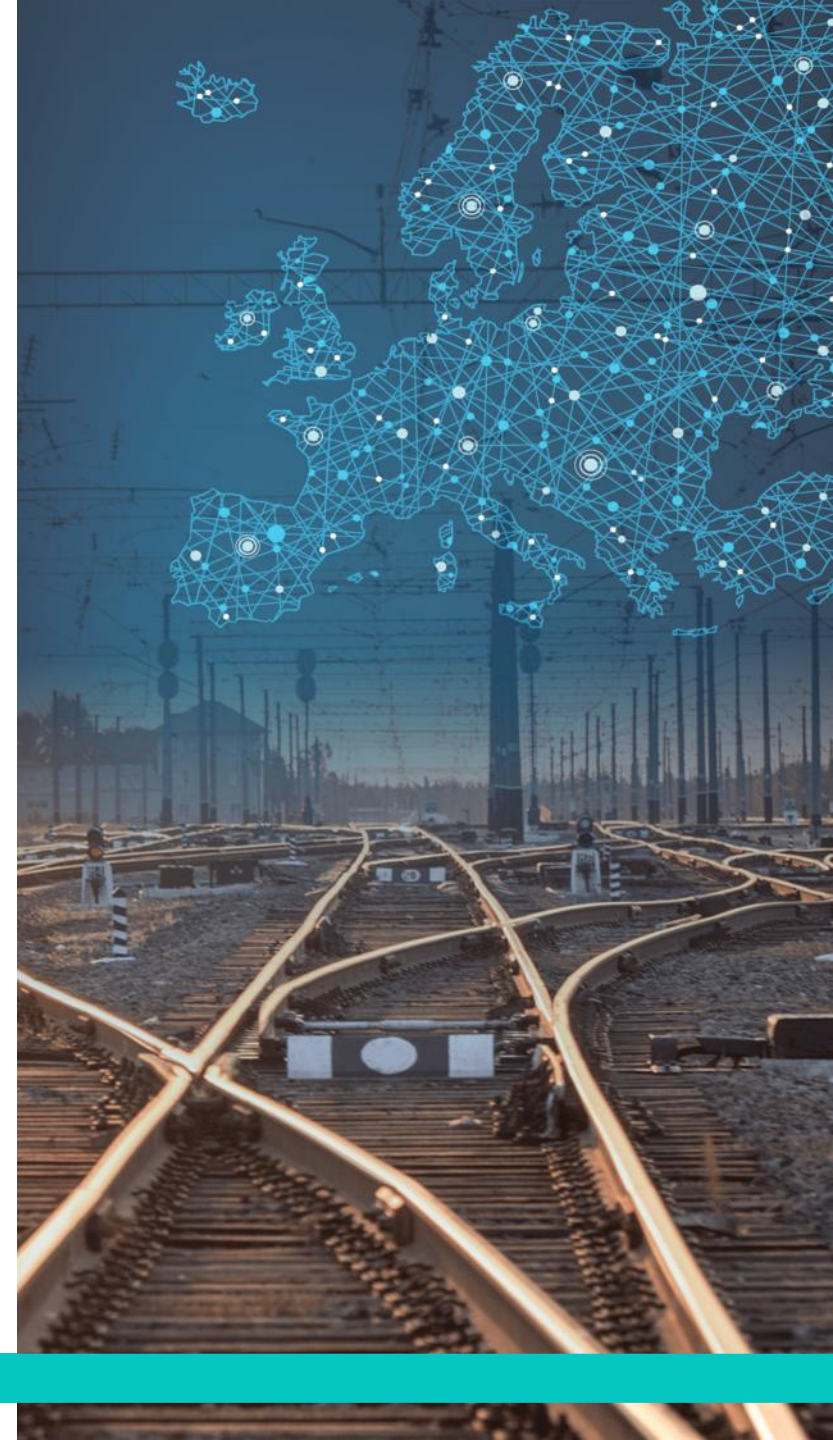
Allocated by C-OSS for TT2026

Location Code	Between member states		Between operational points		RFC(s) Involved	RFC Line Category	Allocated by C-OSS 2025 (for TT2026)
EU00120	France	Spain	Cerbère	PortBou	RFC 6 Mediterranean	Principal	11,8%
EU00121	France	Spain	SNCF Réseau/LFP	Límite LFP/ADIF	RFC 6 Mediterranean	Principal	14,9%
EU00127	France	Italy	Modane	Bardonecchia	RFC 6 Mediterranean	Principal	89,7%
EU00151	Italy	Slovenia	Villa Opicina	Sežana	RFC 6 Mediterranean	Principal	4,9%
EU00185	Slovenia	Hungary	Hodoš	Őriszentpéter	RFC 6 Mediterranean	Principal	63.6%
EU00192*	Hungary	Ukraine	Záhony	Chop	RFC 6 Mediterranean	Principal	
EU00201	Croatia	Hungary	Botovo	Gyékényes	RFC 6 Mediterranean	Principal	6,7%
EU00216	Slovenia	Croatia	Dobova	Savski Marof	RFC 6 Mediterranean	Principal	8,70% (MED RFC) 2,5% (AWB RFC) Combined 11.2%

*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.

CORRIDOR MANAGEMENT

03 DISCLAIMER



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

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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