# Commonly applicable RFC KPIs

## RFC RHINE DANUBE (RD)
## KPIs Report (June 2026)

CORRIDOR MANAGEMENT

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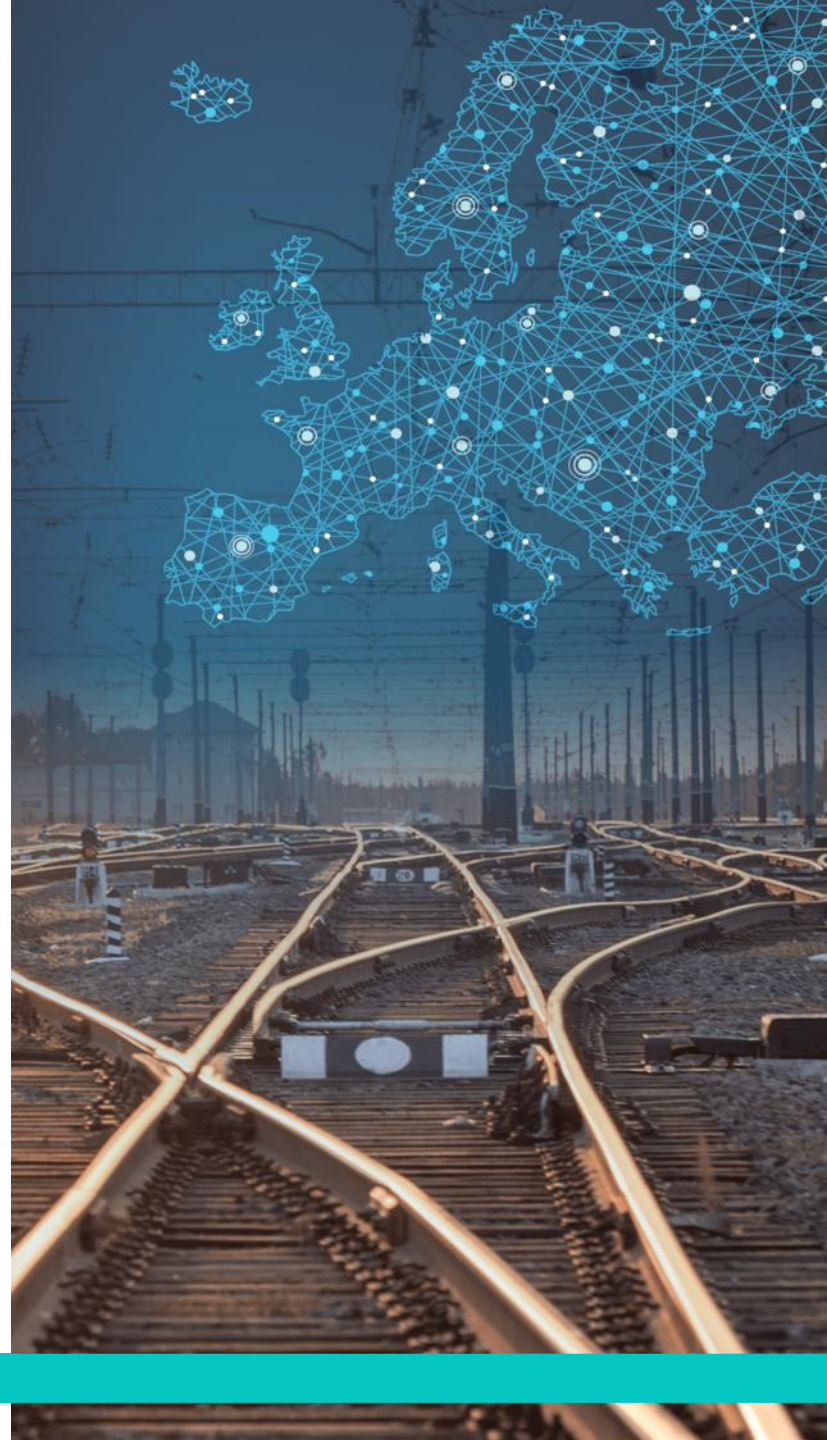
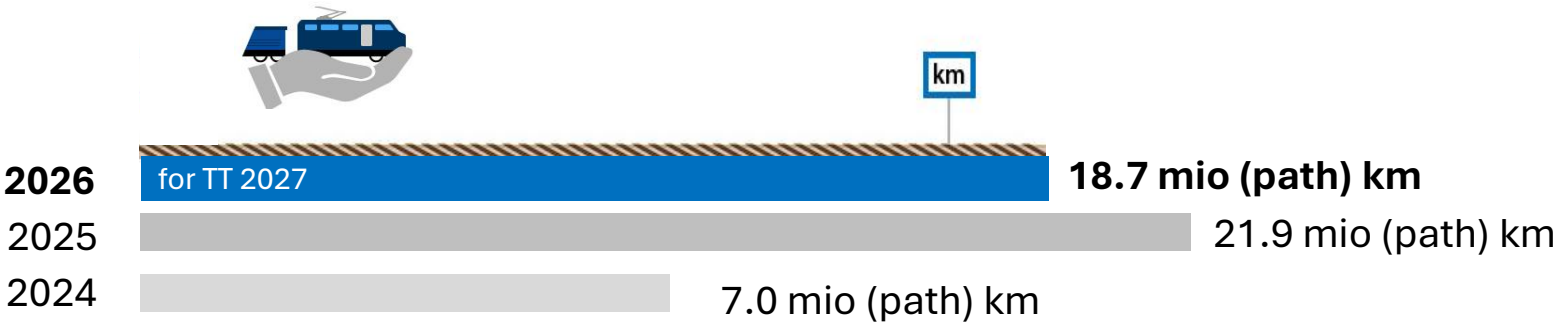
CORRIDOR MANAGEMENT

# 01 CAPACITY MANAGEMENT for TT2027 & TT2026

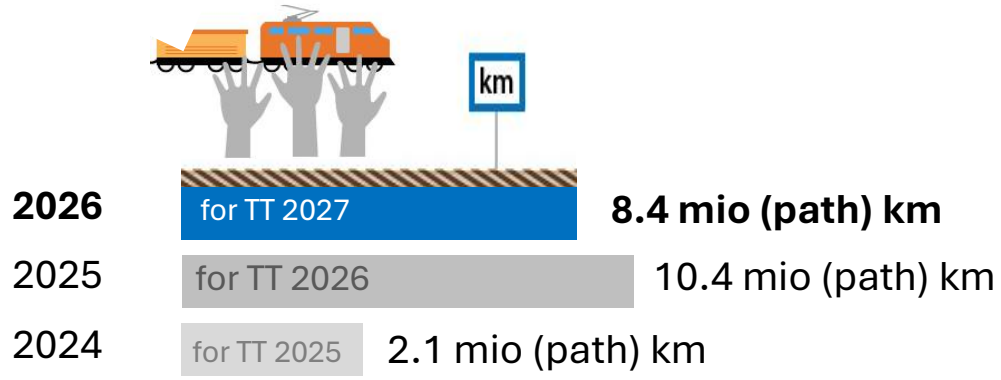


# Capacity Management

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



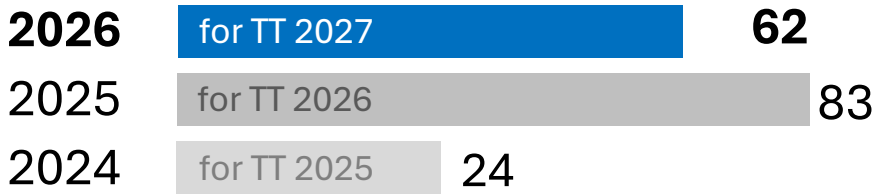

**Volume of requested capacity – PaPs** (at X-8)



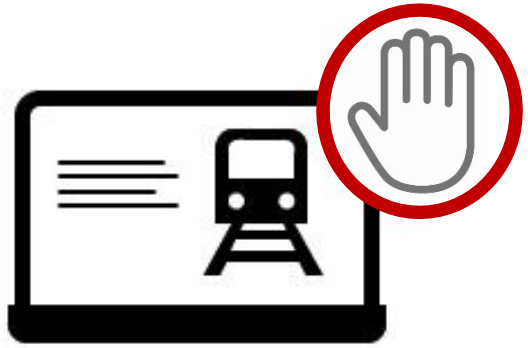

**The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

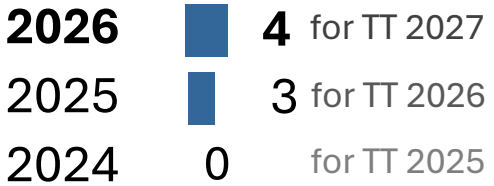
# Capacity Management

**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

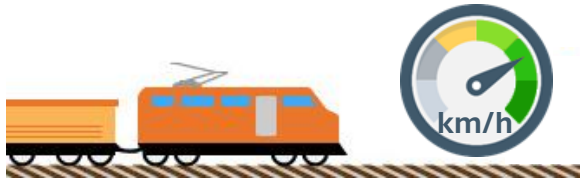
**Volume of pre-booked capacity – PaPs** (at X-7.5)

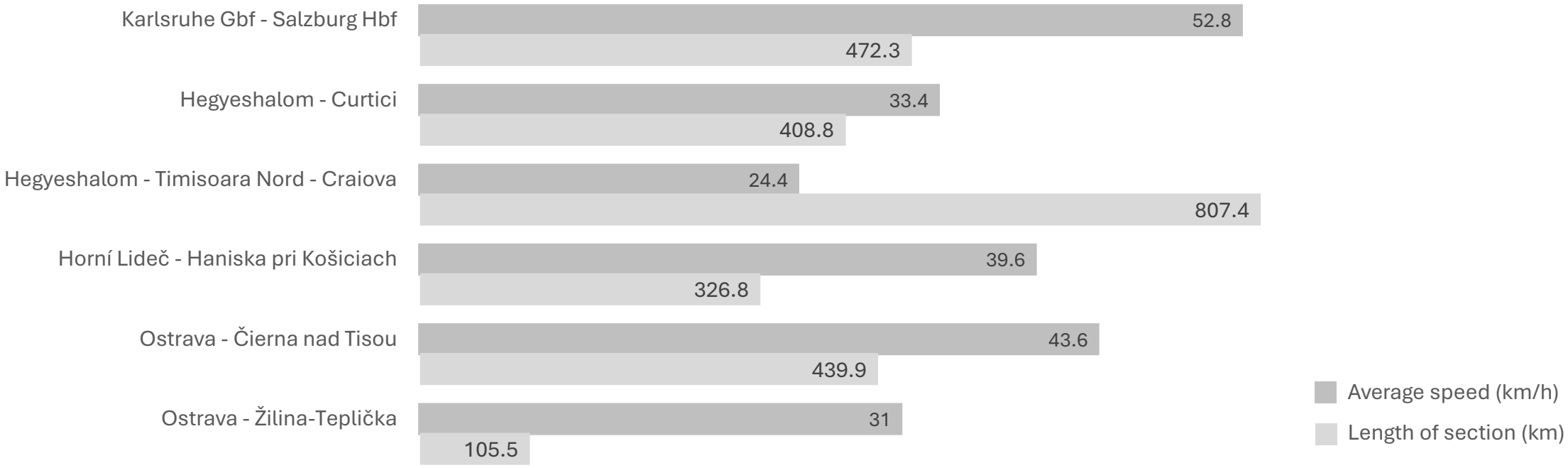
| | | |
|---|---|---|
| **2026** | for TT 2027 | **8.4 mio (path) km** |
| 2025 | for TT 2026 | 10.5 mio (path) km |
| 2024 | for TT 2025 | 2.1 mio (path) km |

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

| | | |
|---|---|---|
| **2026** | for TT 2027 | **44.0%** |
| 2025 | for TT 2026 | 48.0% |
| 2024 | for TT 2025 | 30.1% |

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




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

# Capacity Management

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

| | | |
|---|---|---|
| **TT 2026** | | **2.44 mio (path) km** |
| TT 2025 | | 2.55 mio (path) km |
| TT 2024 | | 2.52 mio (path) km |

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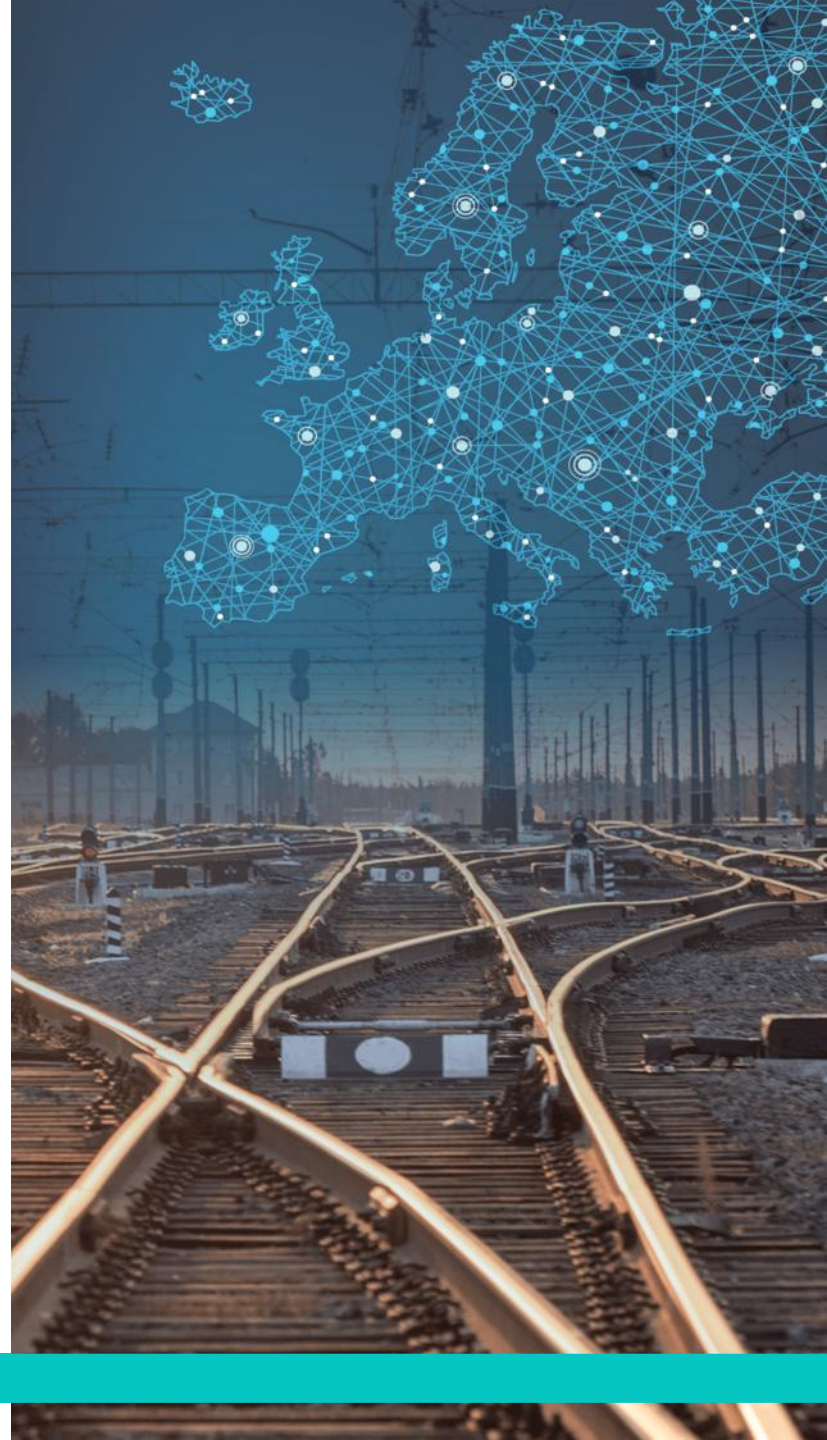
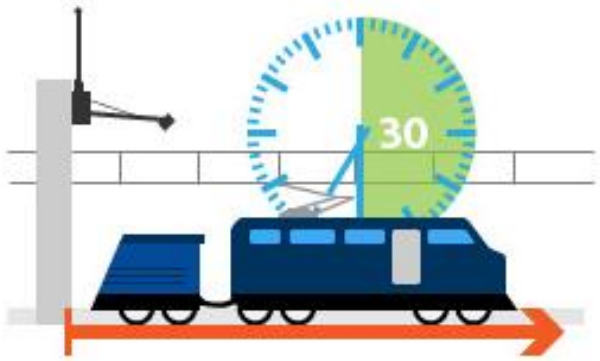
# 02 OPERATION & Market and Development for 2025



# Operations

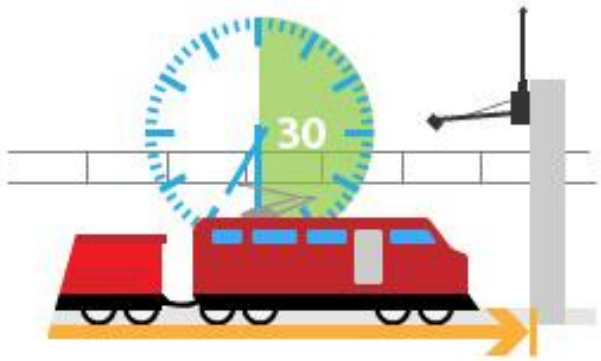
## Punctuality at RFC entry




(delay ≤ 30 minutes)

| | |
|---|---|
| **2025:** | **41.0%** |
| 2024: | 46.0% |
| 2023: | 51.6% |

## Punctuality at RFC exit

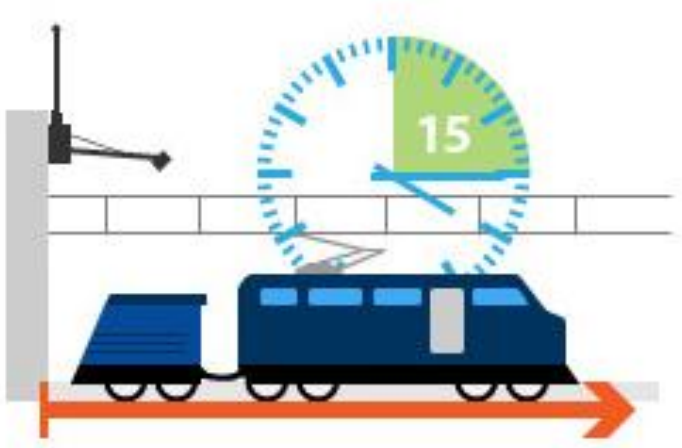



(delay ≤ 30 minutes)

| | |
|---|---|
| **2025:** | **31.0%** |
| 2024: | 42.0% |
| 2023: | 41.0% |

# Operations

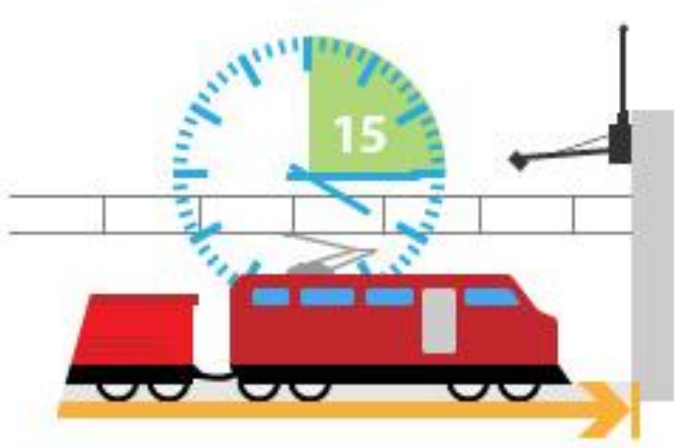
## Punctuality at RFC entry




(delay ≤ 15 minutes)

| | |
|---|---|
| **2025:** | **36.0%** |
| 2024: | 40.0% |
| 2023: | 44.0% |

## Punctuality at RFC exit

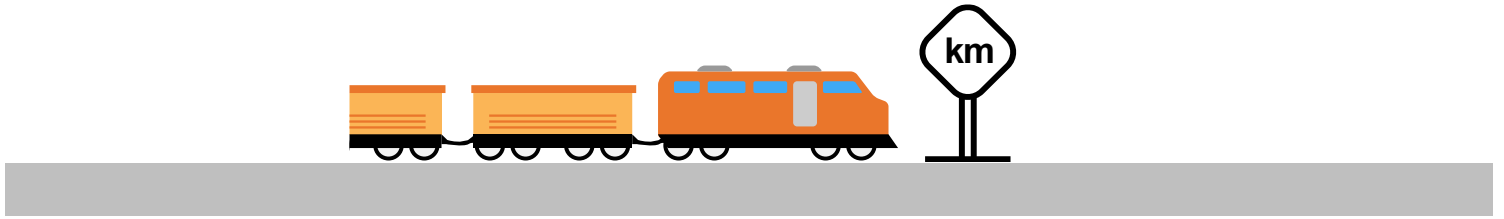



(delay ≤ 15 minutes)

| | |
|---|---|
| **2025:** | **28.0%** |
| 2024: | 38.0% |
| 2023: | 37.0% |

# Operations

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

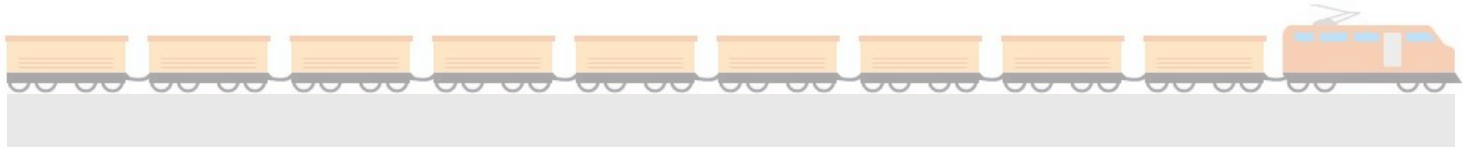


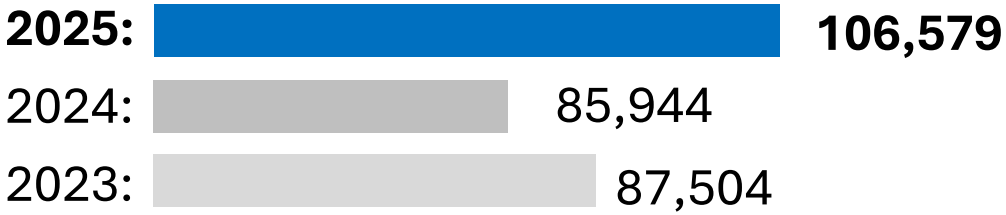


*The calculation of this KPI is based on data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation.
The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs.

# Operations

## Number of trains per RFC*

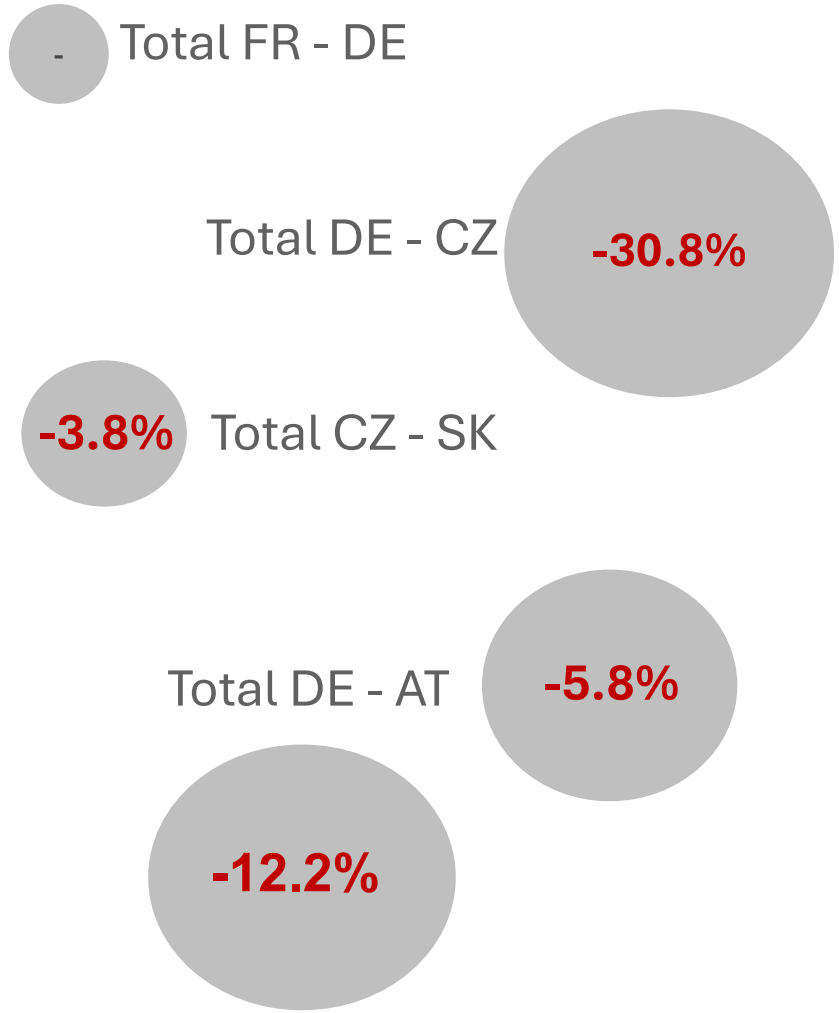





*The calculation of this KPI is based on data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation.

# Number of trains per border – Part 1*

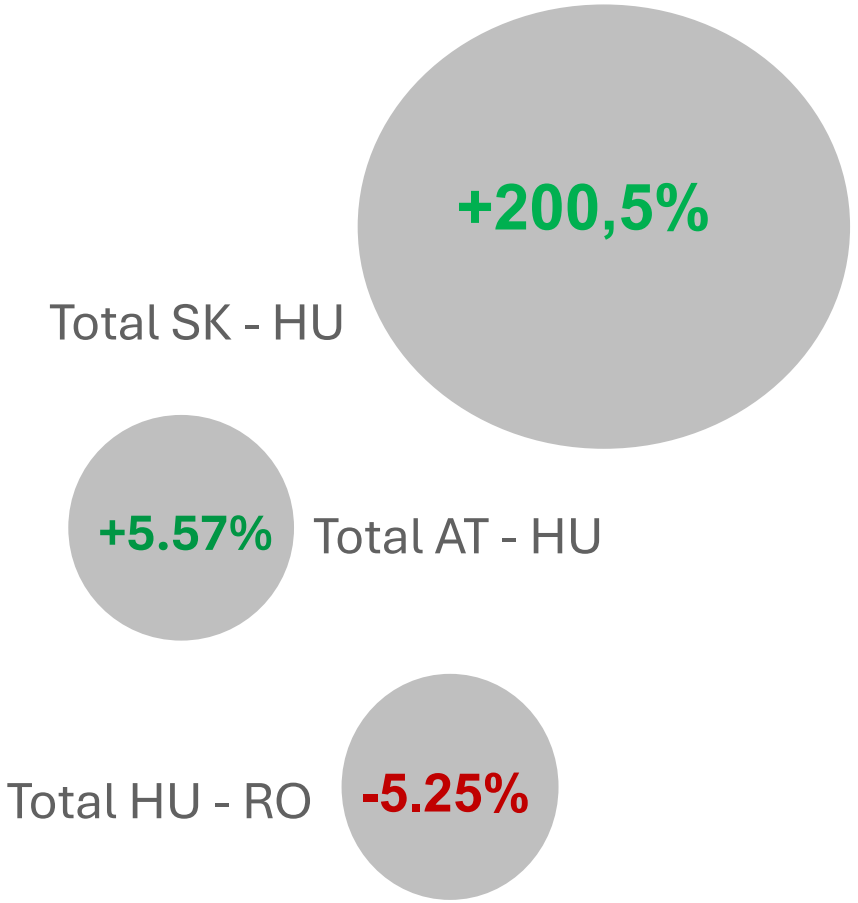
| | 2023 | 2024 | **2025** |
|---|---|---|---|
| Total FR - DE: | N/A | N/A | **1,409** |
| Total DE - CZ: | 2,811 | 1,945 | **2,525** |
| Total DE - AT: | 41,528 | 39,096 | **39,352** |
| Total AT - SK: | 9,571 | 8,395 | **7,441** |
| Trains per border: Mosty u J. - Čadca H.Lideč - Lúky p.M. | 13,730 | 12,049 | **11,484** |




*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.

# Number of trains per border – Part 2*

| | 2023 | 2024 | **2025** |
|---|---|---|---|
| Total SK - HU: | 4,610 | 5,054 | 15,187 |
| Total AT - HU: | 18,917 | 18,338 | 19,360 |
| Total HU - RO: | 10,116 | 10,366 | 9,821 |




*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) |
|---|---|---|---|---|---|---|---|
| EU00016 | France | Germany | Strasbourg | Kehl | RFC 9 Rhine-Danube | Principal | 0.0% |
| EU00033 | Germany | Austria | Freilassing | Salzburg | RFC 9 Rhine-Danube | Principal | 1.4% |
| EU00035 | Germany | Austria | Passau | Wernstein | RFC 9 Rhine-Danube | Principal | 1.6% |
| 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% |
| EU00043 | Germany | Czechia | Bad Schandau | Děčín | RFC 9 Rhine-Danube | Principal | 10.8% |
| EU00063 | Czechia | Austria | Břeclav | Bernhardsthal | RFC 9 Rhine-Danube | Principal | 0.0% |
| EU00081 | Czechia | Slovakia | Lanžhot | Kúty | RFC 9 Rhine-Danube | Principal | 11.1% |
| EU00103 | Austria | Hungary | Baumgarten | Sopron | RFC 9 Rhine-Danube | Principal | 0.0 |
| | | | | | RFC 9 Rhine-Danube | Principal | |
| EU00104 | Austria | Hungary | Loipersbach | Sopron | RFC 9 Rhine-Danube | Diversionary | 0.0% |
| EU00105 | Austria | Hungary | Nickelsdorf | Hegyeshalom | RFC 9 Rhine-Danube | Principal | 10.5% |
| | | | | | RFC 9 Rhine-Danube | Principal | |
| EU00109 | Austria | Slovakia | Kittsee | Bratislava-Petržalka | RFC 9 Rhine-Danube | Diversionary | 7,01% (RFC 5) |
| | | | | | RFC 9 Rhine-Danube | Principal | 0% (RFC RD) |
| EU00170 | Slovakia | Hungary | Štúrovo | Szob | RFC 9 Rhine-Danube | Principal | 49.50% |
| EU00171 | Slovakia | Hungary | Komárno | Komárom | RFC 9 Rhine-Danube | Principal | 46.90% |
| EU00172 | Slovakia | Hungary | Rusovce | Rajka | RFC 9 Rhine-Danube | Principal | 0.0% |
| | | | | | RFC 9 Rhine-Danube | Principal | |
| EU00194 | Hungary | Romania | Biharkeresztes | Episcopia Bihor | RFC 9 Rhine-Danube | Diversionary | 38.3% |
| | | | | | RFC 9 Rhine-Danube | Diversionary | |
| EU00196 | Hungary | Romania | Lőkösháza | Curtici | RFC 9 Rhine-Danube | Principal | 43.0% |
| | | | | | RFC 9 Rhine-Danube | Principal | |

*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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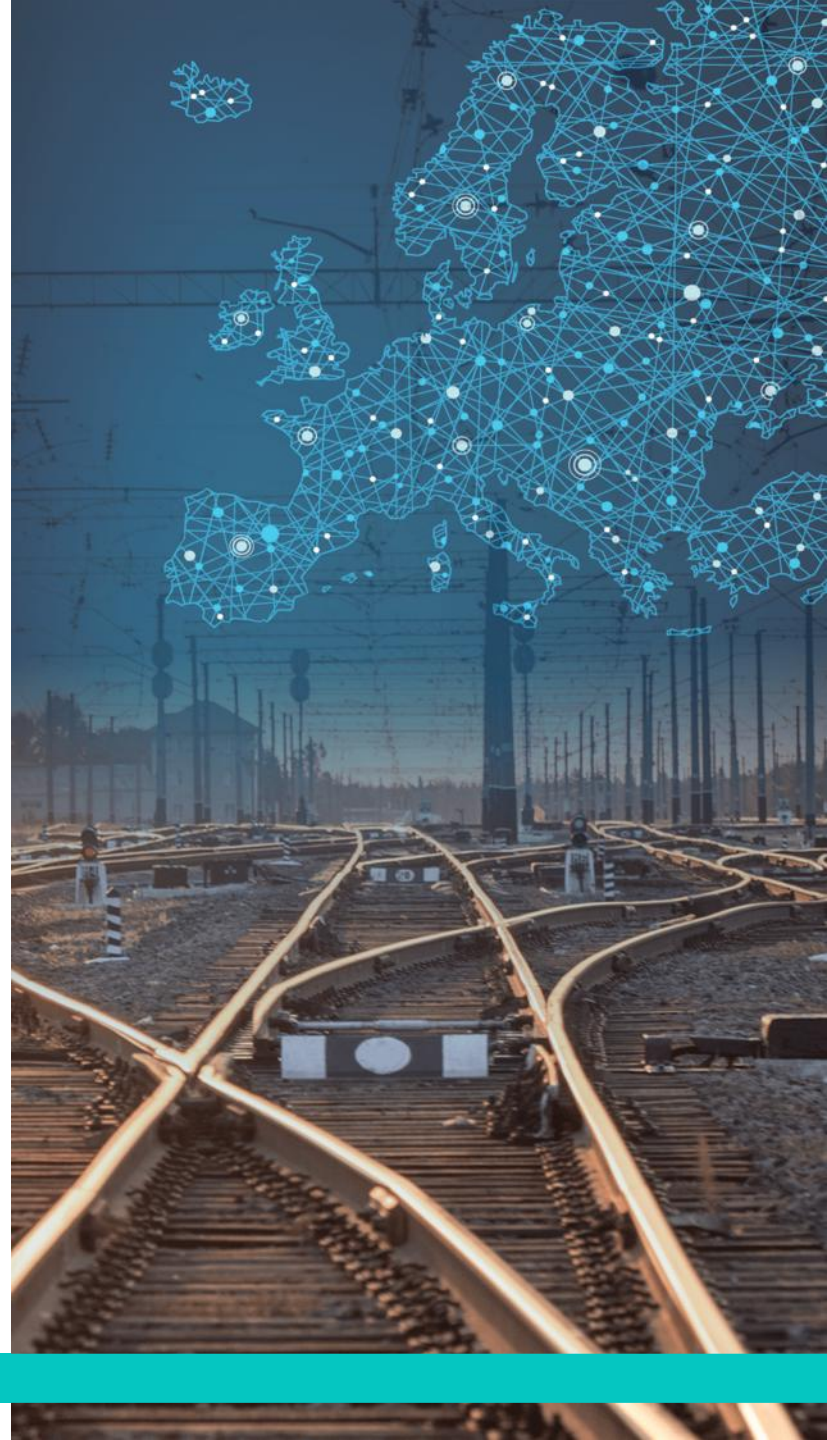
# 03 DISCLAIMER



# 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

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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