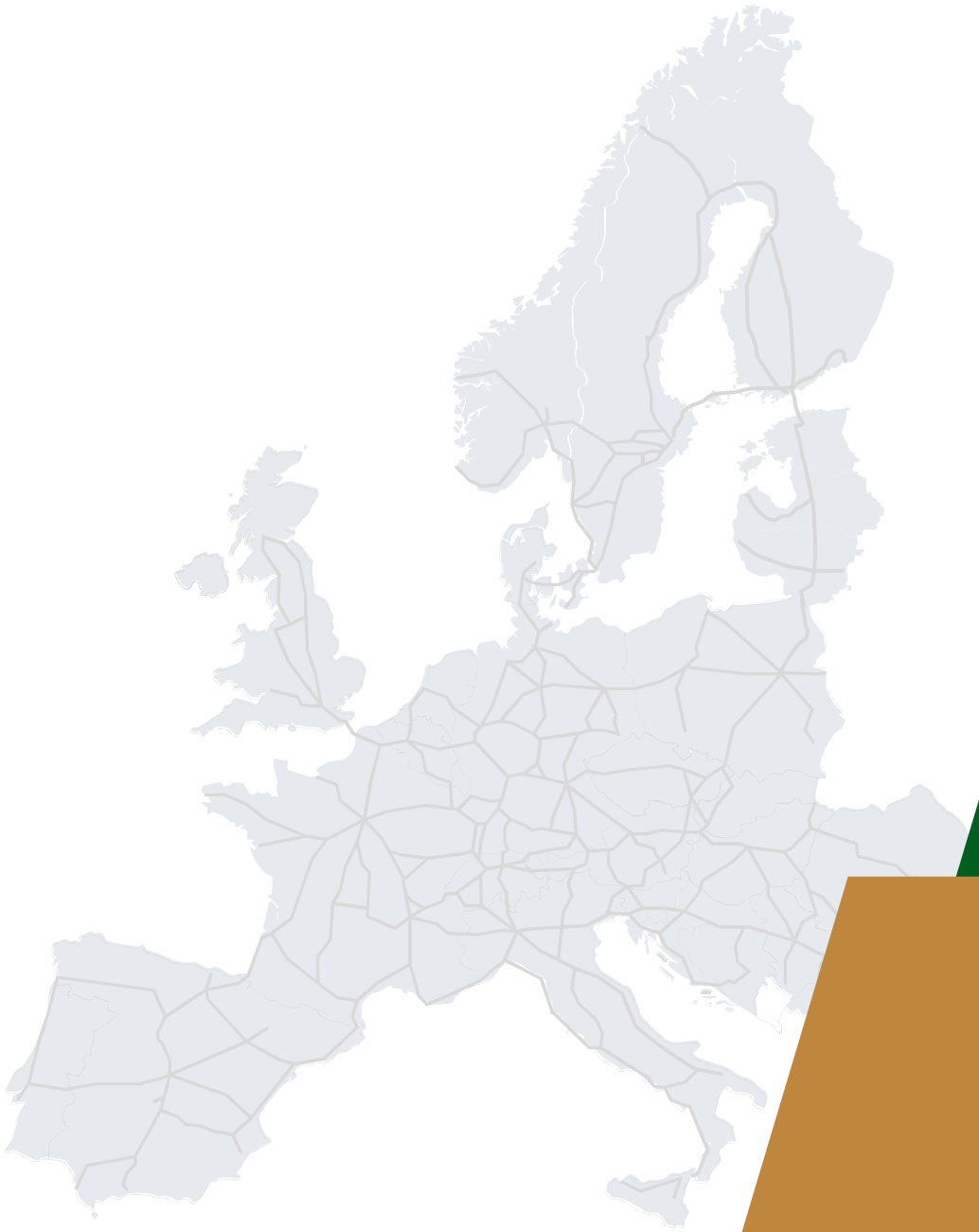


# Commonly applicable RFC KPIs
# RFC Baltic-Adriatic
# December 2024

# CAPACITY MANAGEMENT

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

| | | |
|---|---|---|
| **2024** | for TT 2025 | **6.32 mio (path) km** |
| 2023 | for TT 2024 | 6.3 mio (path) km |
| 2022 | for TT 2023 | 6.2 mio (path) km |

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

| | | | |
|---|---|---|---|
| **2024** | **2.1 mio (path) km** | for TT 2025 |
| 2023 | 2.3 mio (path) km | for TT 2024 |
| 2022 | 2.05 mio (path) km | for TT 2023 |

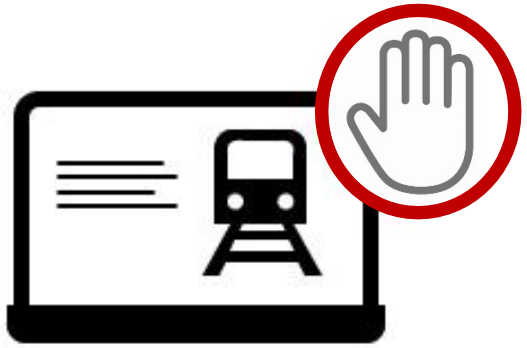
**The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

# CAPACITY MANAGEMENT

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

| | | |
|---|---|---|
| **2024** | **21** | for TT 2025 |
| 2023 | 26 | for TT 2024 |
| 2022 | 33 | for TT 2023 |

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



| | | |
|---|---|---|
| **2024** | 0 | for TT 2025 |
| 2023 | **2** | for TT 2024 |
| 2022 | 4 | for TT 2023 |

**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

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

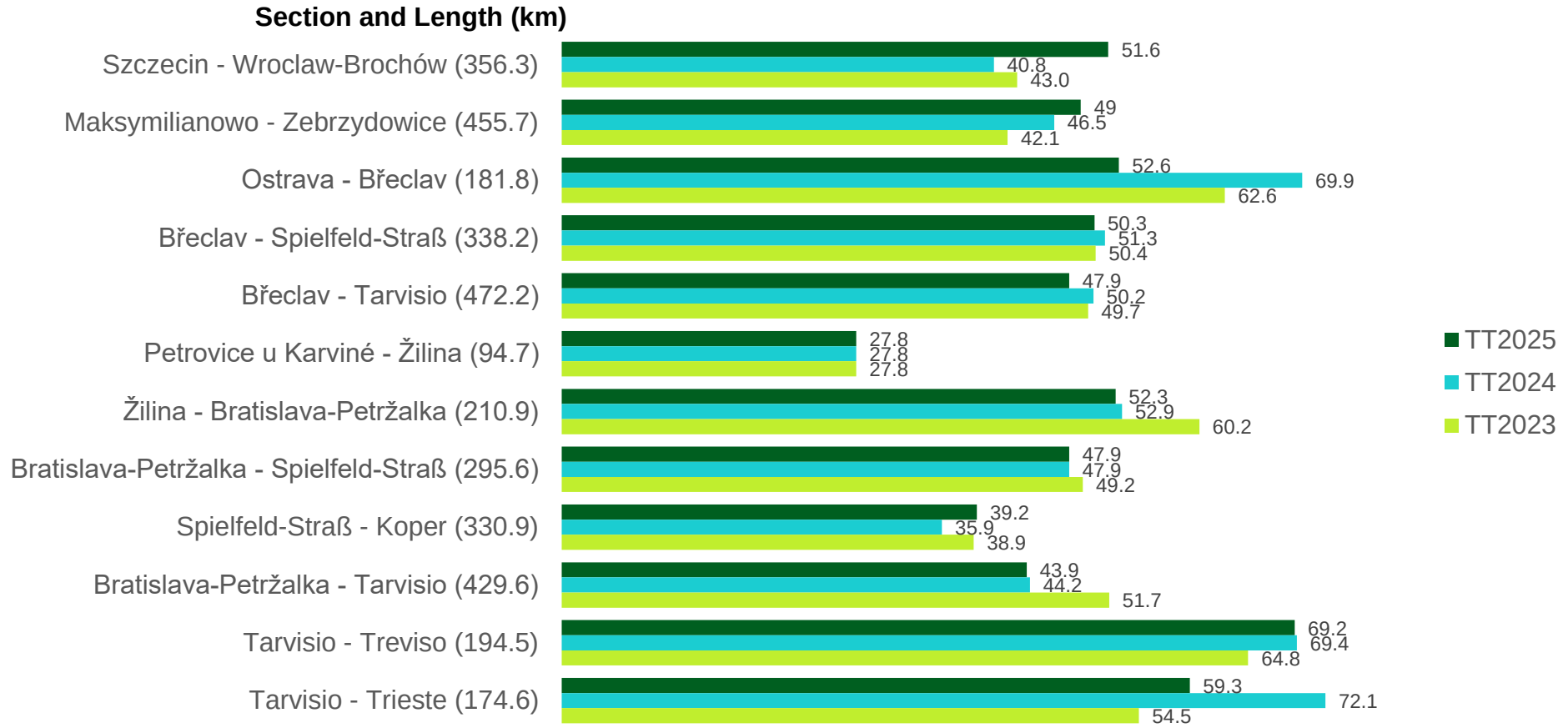
| | | |
|---|---|---|
| **2024** | **2.1 mio (path) km** | for TT 2025 |
| 2023 | 2.3 mio (path) km | for TT 2024 |
| 2022 | 2.1 mio (path) km | for TT 2023 |

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

| | | |
|---|---|---|
| **2024** | for TT 2025 | **33.4%** |
| 2023 | for TT 2024 | 36.5% |
| 2022 | for TT 2023 | 33.2% |

**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.*

## Average planned speed of PaPs (calculation per O/D pairs, km/h)




**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 2025** | | 3.03 mio (path) km |
| TT 2024 | | 3.5 mio (path) km |
| TT 2023 | | 3.3 mio (path) km |

**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 – Reserve Capacity** (at X+12) (number of PCS dossiers)

| | |
|---|---|
| **TT 2024** | **0** |
| TT 2023 | 0 |
| TT 2022 | 2 |

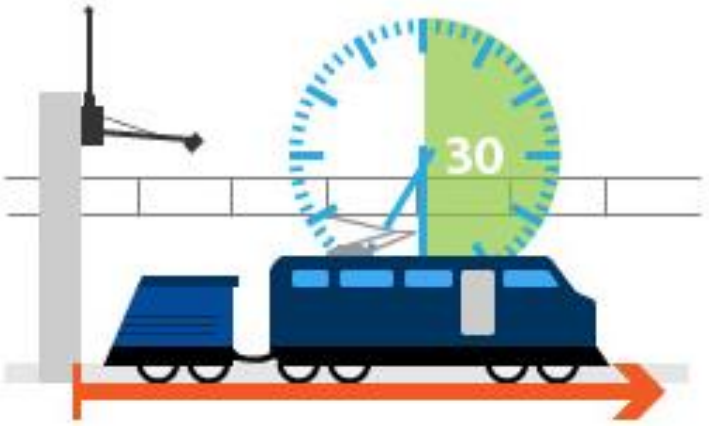
**Volume of requested capacity – Reserve Capacity** (at X+12)

| | |
|---|---|
| **TT 2024** | **0.00 (path) km** |
| TT 2023 | 0.00 mio (path) km |
| TT 2022 | 0.01 (path) km |

**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.*

# OPERATIONS

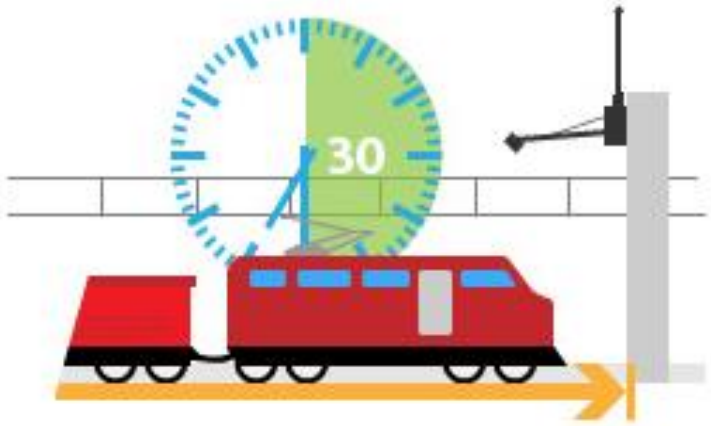
## **Punctuality at origin** (RFC entry)




(delay ≤ 30 minutes)

| | |
|---|---|
| **2023:** | **46.0%** |
| 2022: | 43.0% |
| 2021: | 46.0% |

## **Punctuality at destination** (RFC exit)

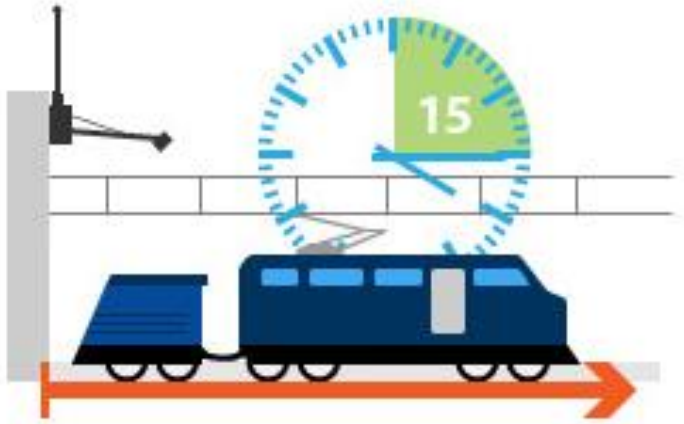



(delay ≤ 30 minutes)

| | |
|---|---|
| **2023:** | **34.0%** |
| 2022: | 31.0% |
| 2021: | 33.0% |

# OPERATIONS

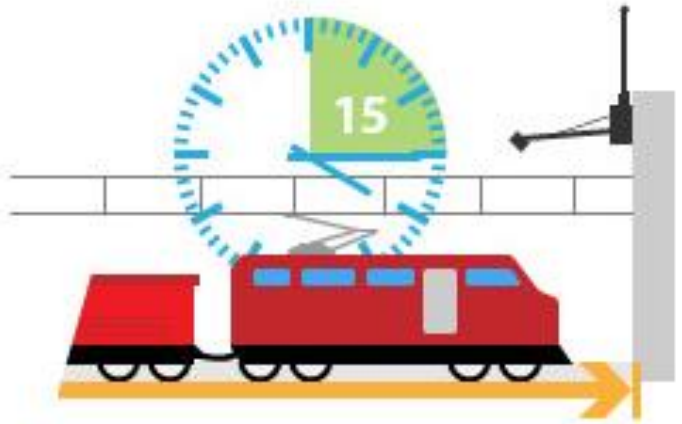
## **Punctuality at origin** (RFC entry)




(delay ≤ 15 minutes)

| | |
|---|---|
| **2023:** | **40.0%** |
| 2022: | 37.0% |
| 2021: | 39.0% |

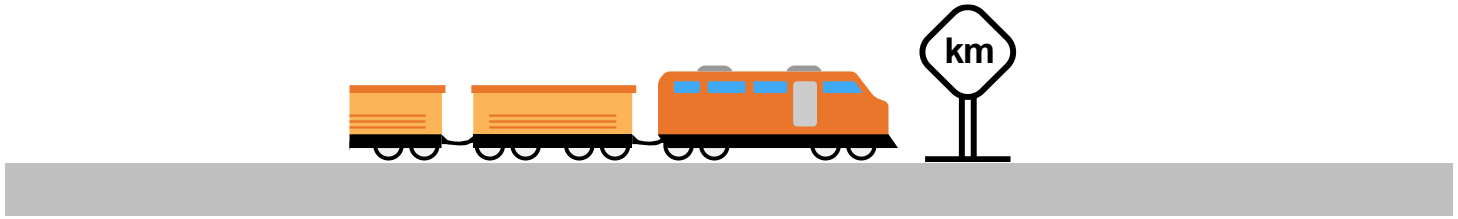
## **Punctuality at destination** (RFC exit)




(delay ≤ 15 minutes)

| | |
|---|---|
| **2022:** | **29.0%** |
| 2022: | 26.0% |
| 2021: | 28.0% |

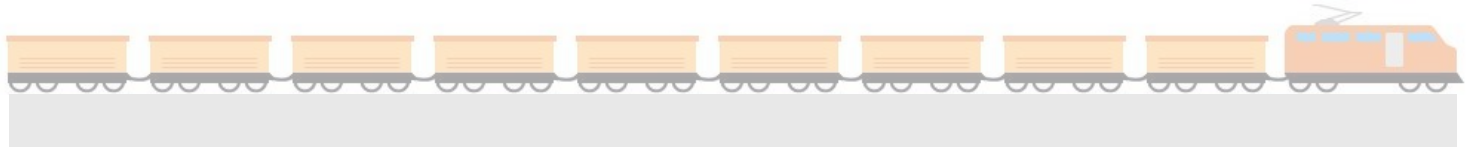
## Train Kilometers (million) of trains crossing a border along the RFC*

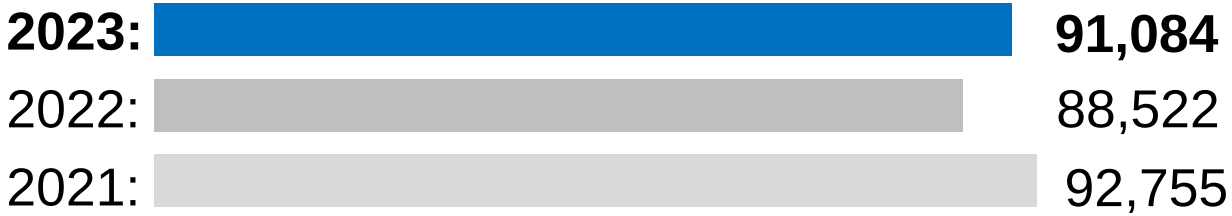



**2023:** **30.2 mio**

*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.

## Number of trains crossing a border along the 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. KPI values published earlier may differ. Please consider this sheet as the up-to-date version.

## Dwell times in border sections (planned and actual)

### 2023

| | | | |
|---|---|---|---|
| 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.

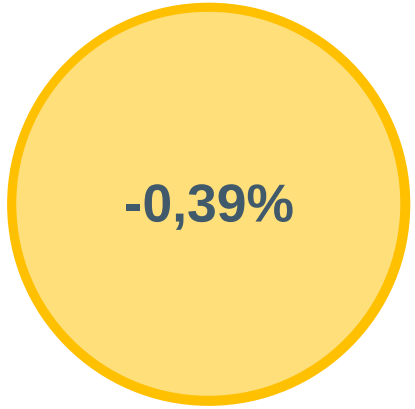
# MARKET DEVELOPMENT

*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 - 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** |




Total PL - CZ

Total PL - SK **± 0.0%**

Total CZ - SK

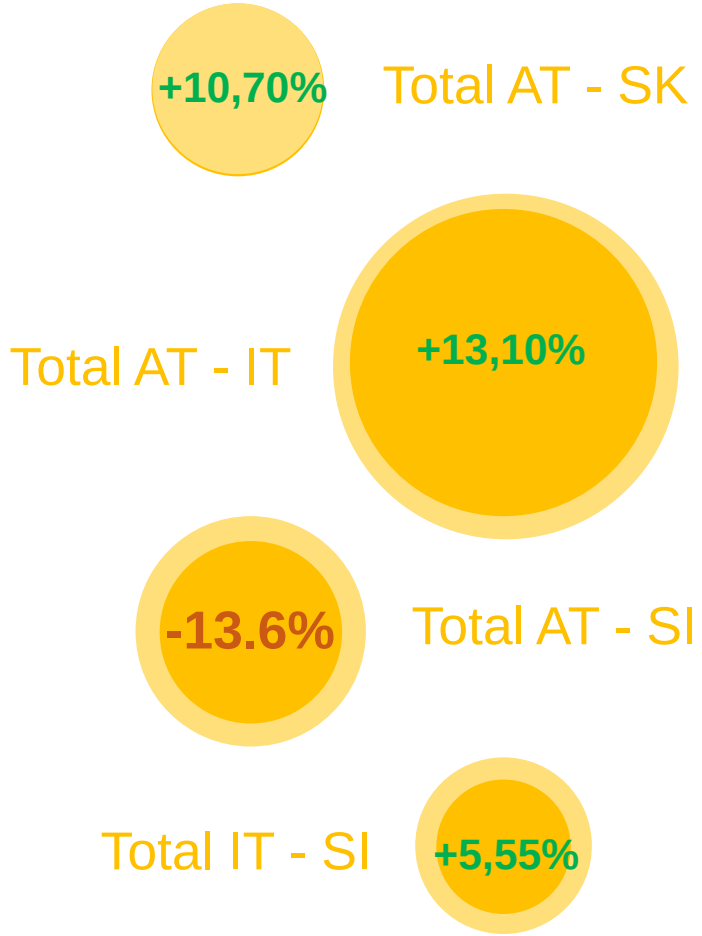
Total CZ - AT

*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** |




*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.

# 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'.