Commonly applicable RFC KPIs

RFC Baltic-Adriatic

MAY 2025

CAPACITY MANAGEMENT

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

2025	for TT 2026	**6.8 mio (path) km**
2024	for TT 2025	6.32 mio (path) km
2023	for TT 2024	6.3 mio (path) km

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

2025	for TT 2026	**3.1 mio (path) km**
2024	for TT 2025	2.1 mio (path) km
2023	for TT 2024	2.3 mio (path) km

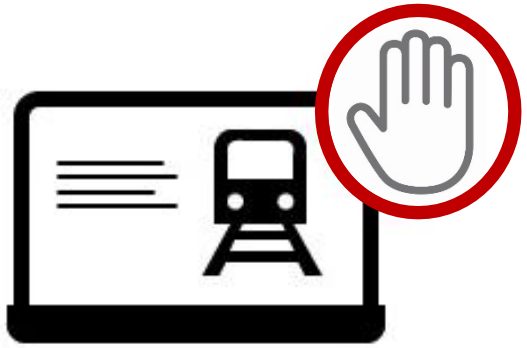
**The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

CAPACITY MANAGEMENT

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

2025	for TT 2026	**34**
2024	for TT 2025	21
2023	for TT 2024	26

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



2025	**2**	for TT 2026
2024	0	for TT 2025
2023	2	for TT 2024

**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)

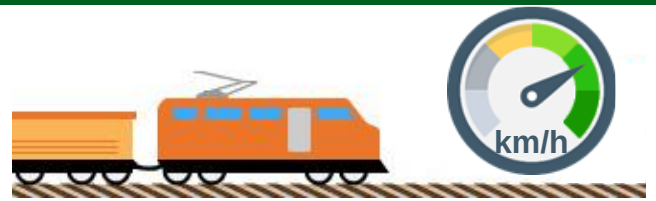
2025	for TT 2026	**3.1 mio (path) km**
2024	for TT 2025	2.1 mio (path) km
2023	for TT 2024	2.3 mio (path) km

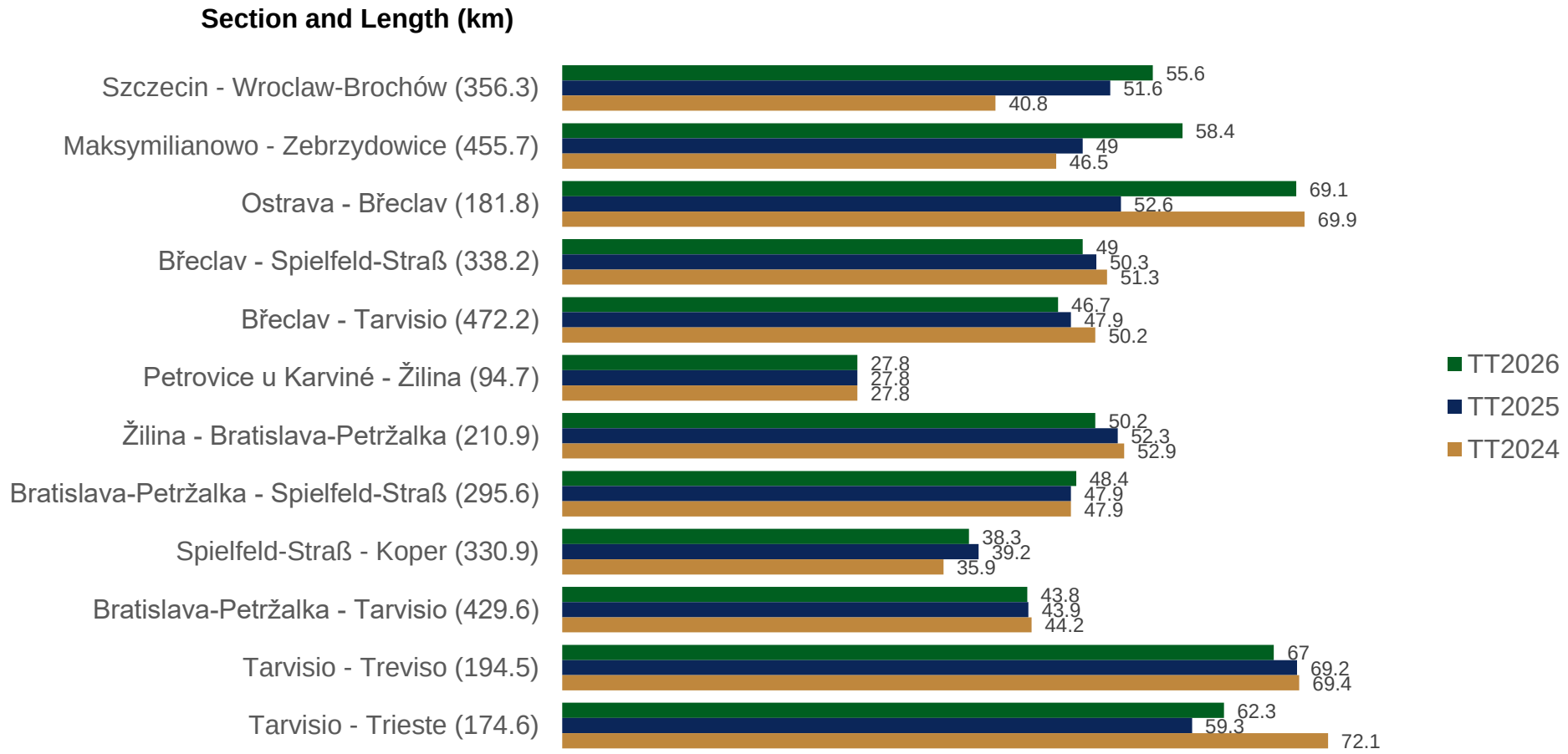
Ratio of pre-booked capacity (to the volume of capacity offered at x-11)

2025	for TT 2026	**45.0%**
2024	for TT 2025	33.4%
2023	for TT 2024	36.5%

**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 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.*

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:

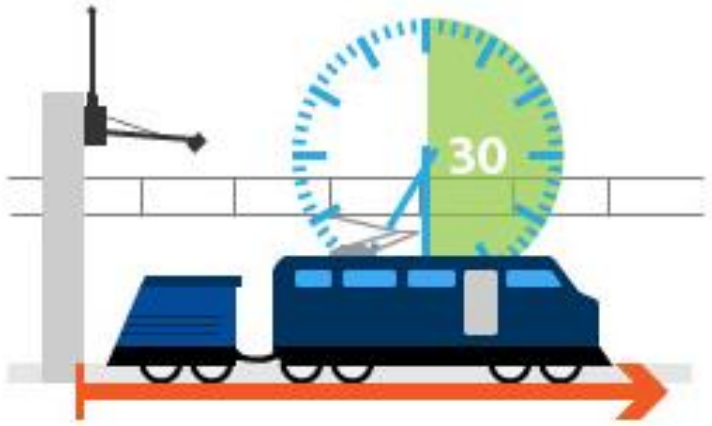
- All trains running on completely overlapped sections are assigned to all the corridors involved. However, the concerned RFCs may apply additional criteria to assign a train to a single corridor based on the specific situation.

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.

OPERATIONS

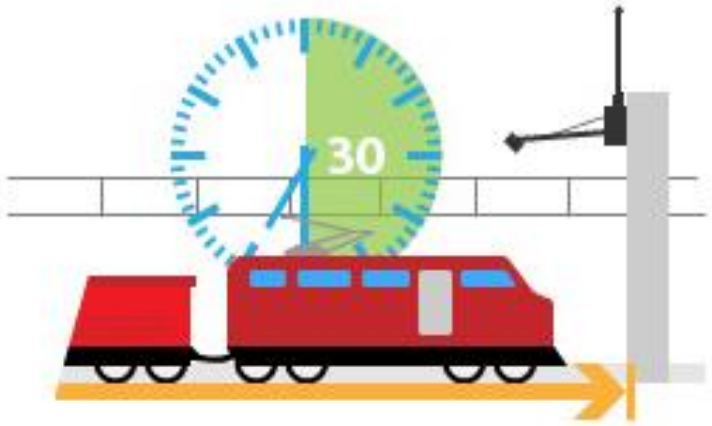
Punctuality at origin (RFC entry)



(delay ≤ 30 minutes)

2024:	**42.0%**
2023:	46.0%
2022:	43.0%

Punctuality at destination (RFC exit)

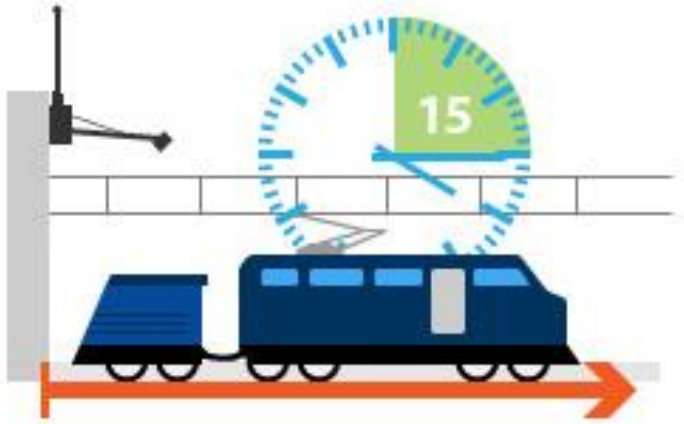


(delay ≤ 30 minutes)

2024:	**30.0%**
2023:	34.0%
2022:	31.0%

OPERATIONS

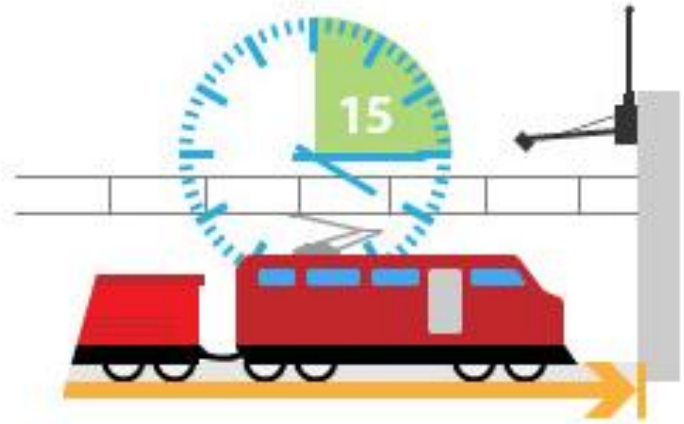
Punctuality at origin (RFC entry)



(delay ≤ 15 minutes)

2024:	**36.0%**
2023:	40.0%
2022:	37.0%

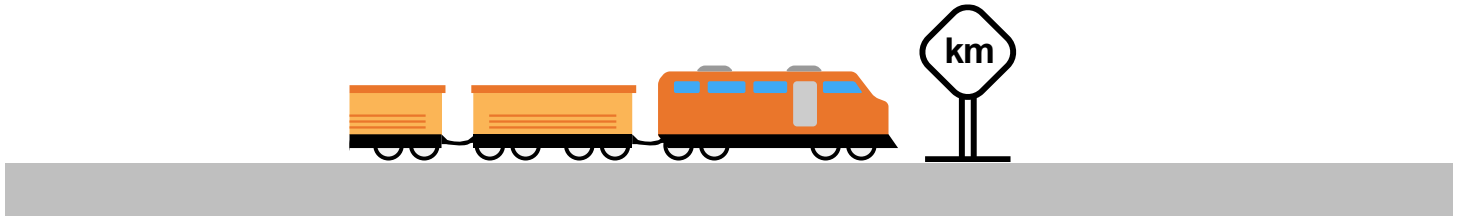
Punctuality at destination (RFC exit)



(delay ≤ 15 minutes)

2024:	**26.0%**
2023:	29.0%
2022:	26.0%

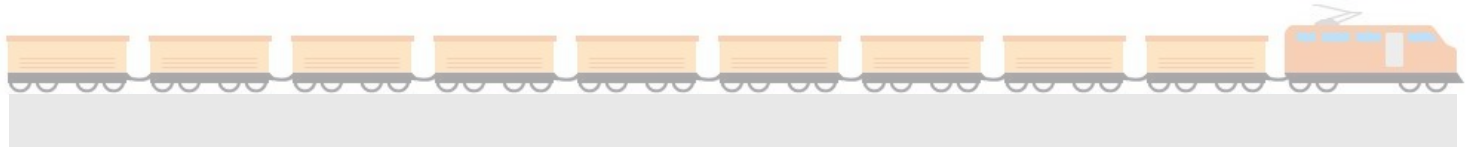
Train Kilometers (million) of trains per RFC*

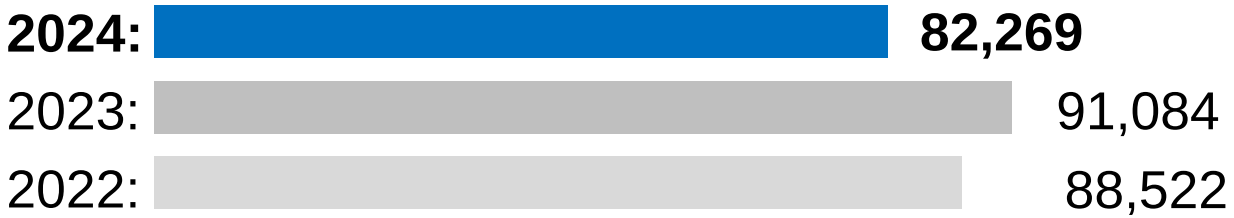


2024: **29.6 mio**

*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.

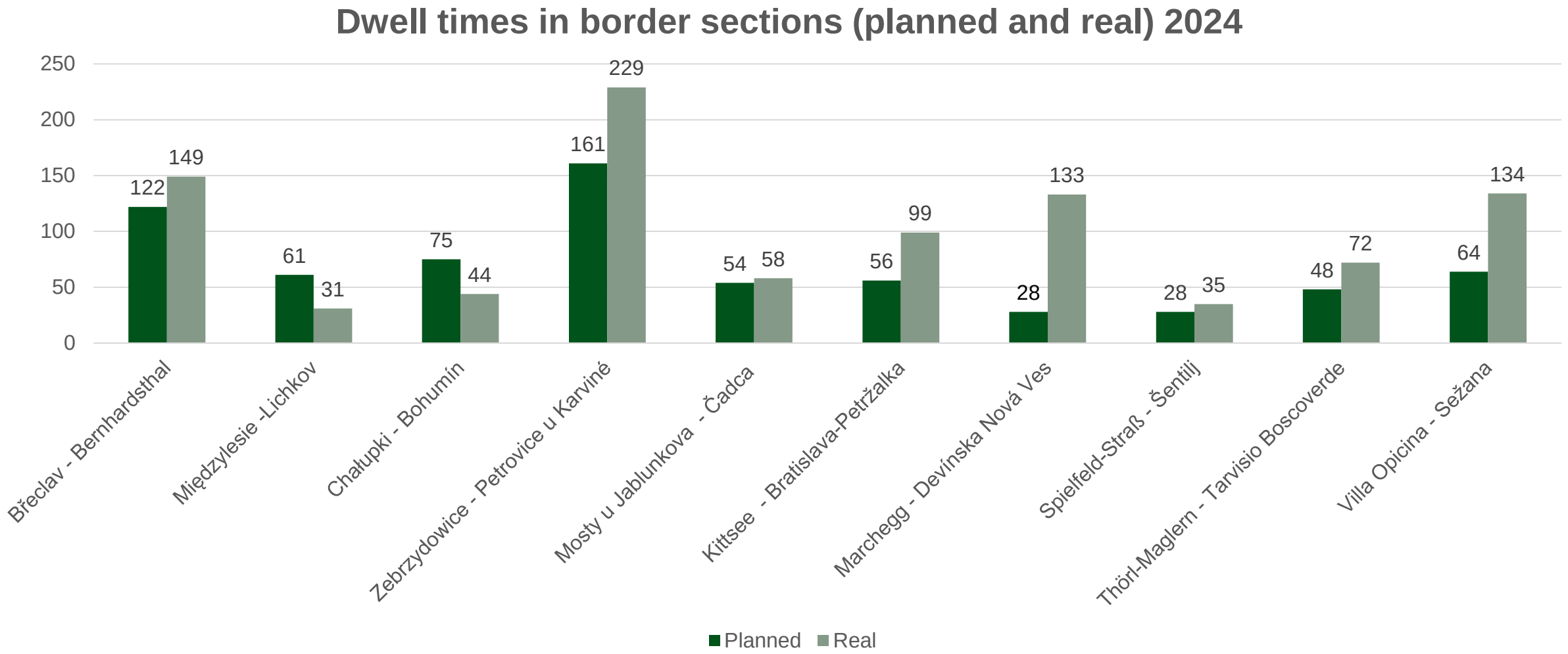
Number of trains per RFC*





*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. KPI values published earlier may differ. Please consider this sheet as the up-to-date version.

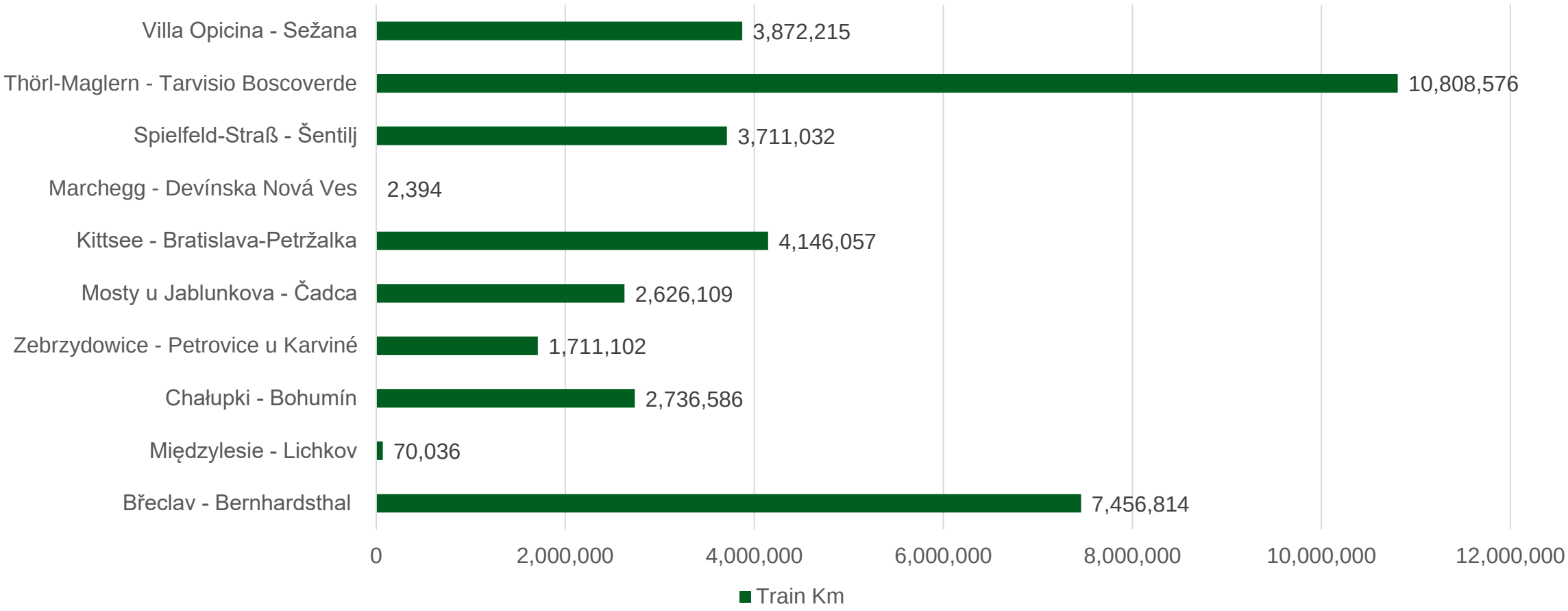
OPERATIONS



*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 2024



*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*

	2022	2023	**2024**
Total PL - CZ:	26,557	26,454	**24,085**
Total PL - SK:	0	0	**0**
Total CZ - SK:	13,520	12,418	**10,533**
Total CZ - AT:	12,027	12,694	**8,750**

-8,95% Total PL - CZ

Total PL - SK **± 0.0%**

-15,17% Total CZ - SK

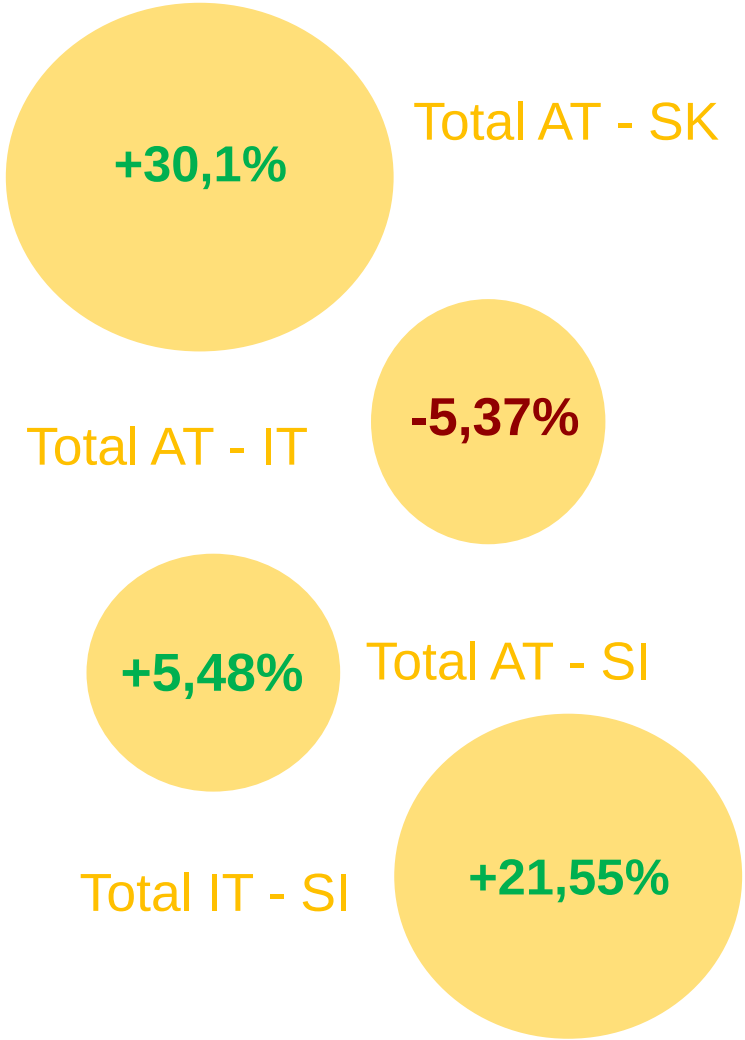
Total CZ - AT **-31,1%**

*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.

MARKET DEVELOPMENT

Number of trains per border - Part 2*

	2022	2023	**2024**
Total AT - SK:	8,749	9,685	**12,596**
Total AT - IT:	16,926	19,147	**18,117**
Total AT - SI:	9,154	7,910	**8,344**
Total IT - SI:	7,522	7,940	**9,651**



*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.

Ratio of capacity allocated by the C-OSS and the total allocated capacity*

Location Code	Between member states		Between operational points		Allocated by C-OSS 2022	Allocated by C-OSS 2023	Allocated by C-OSS 2024 (for TT2025)
EU00063	Czechia	Austria	Břeclav	Bernhardsthal	10.3%	10.7%	5,6% (RFC5)
EU00069	Poland	Czechia	Międzylesie	Lichkov	0.0%	0.0%	0.0%
EU00073	Poland	Czechia	Chałupki	Bohumín	8.8%	7,4%	3.2%
EU00074	Poland	Czechia	Zebrzydowice	Petrovice u Karviné	6.1%	3,7%	2.2%
EU00082	Czechia	Slovakia	Mosty u Jablunkova	Čadca	42.2%	3,1%(RFC5) 22%(RFC9)	4.6% (RFC5) 20.3% (RFC9) **Combined: 24.9%**
EU00109	Austria	Slovakia	Kittsee	Bratislava-Petržalka	4.9%	5,7%(RFC5)	5,2% (RFC5)
EU00110	Austria	Slovakia	Marchegg	Devínska Nová Ves	0.0%	0% (RFC5)	0% (RFC5)
EU00113	Austria	Slovenia	Spielfeld-Straß	Šentilj	9.8%	7,6%(RFC5) 2,6% (RFC10) Combined 10,2%	7,5% (RFC5) 4,1% (RFC10) **Combined: 11,6%**
EU00116	Austria	Italy	Thörl-Maglern	Tarvisio Boscoverde	6.1%	3,5%	5,6%
EU00151	Italy	Slovenia	Villa Opicina	Sežana	13.0%	10.0%	14.0%

*In case of border points with more than one C-OSS responsible (in case of common offer or in case of overlapping sections), the KPI figure presents the combined number of all C-OSSs concerned.

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'.