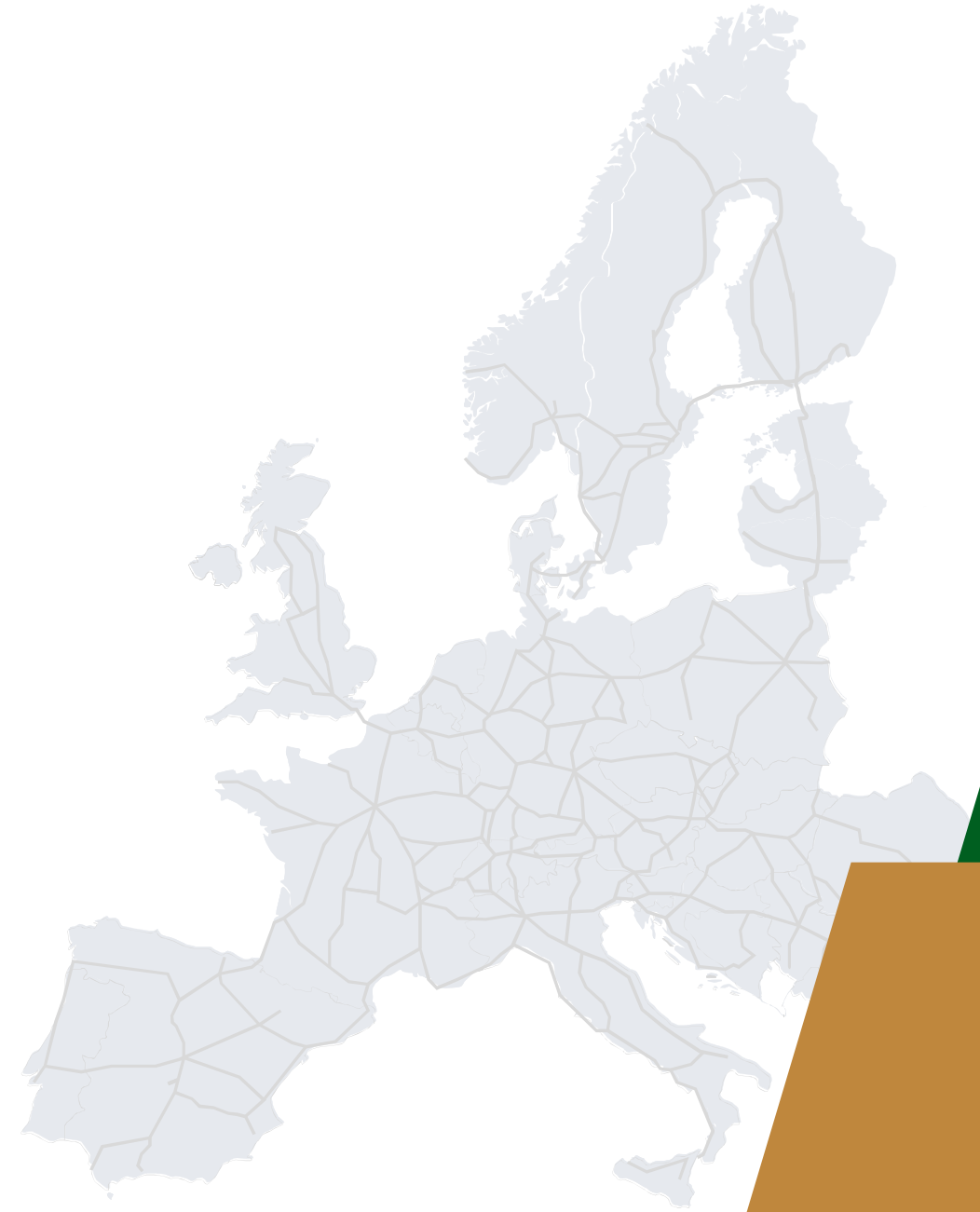


Commonly applicable RFC KPIs

RFC Orient/East-Med

MAY 2025

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:

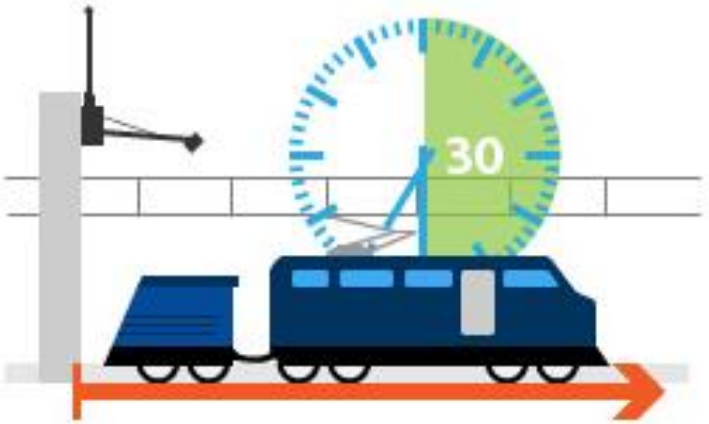
- All trains running on completely overlapped sections are assigned to all the corridors involved. However, the concerned RFCs may apply additional criteria to assign a train to a single corridor based on the specific situation.

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

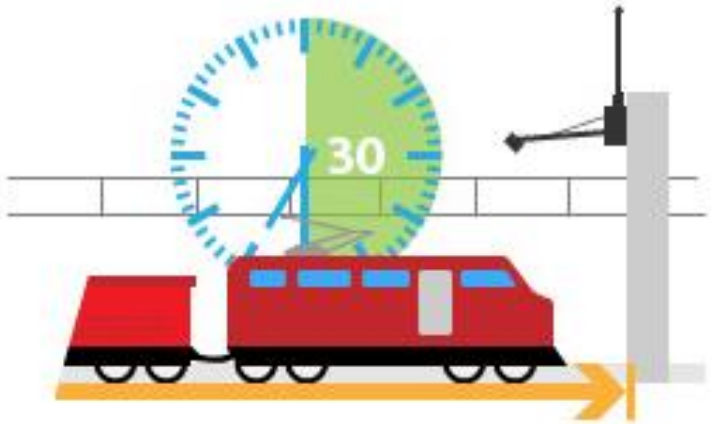
Punctuality at origin (RFC entry)



(delay ≤ 30 minutes)

2024:		**38.0%**
2023:		44.0%
2022:		41.0%

Punctuality at destination (RFC exit)

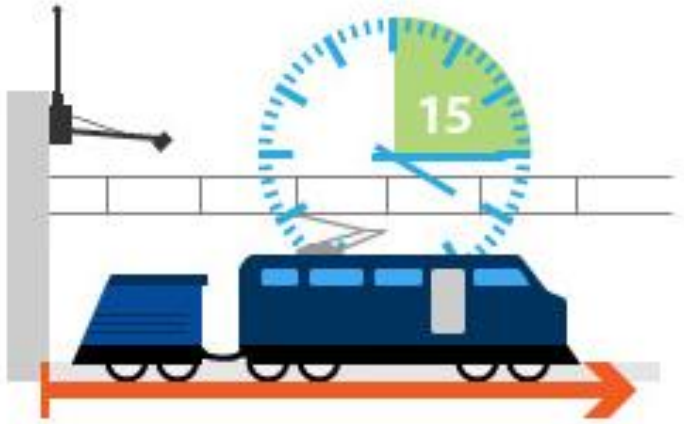


(delay ≤ 30 minutes)

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

OPERATIONS

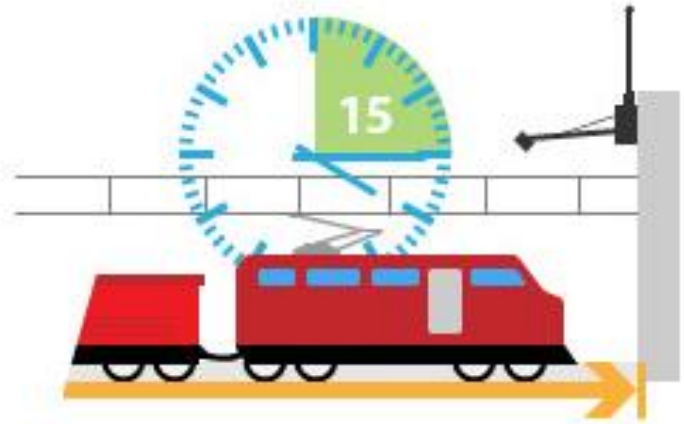
Punctuality at origin (RFC entry)



(delay ≤ 15 minutes)

2024:	**34.0%**
2023:	40.0%
2022:	37.0%

Punctuality at destination (RFC exit)

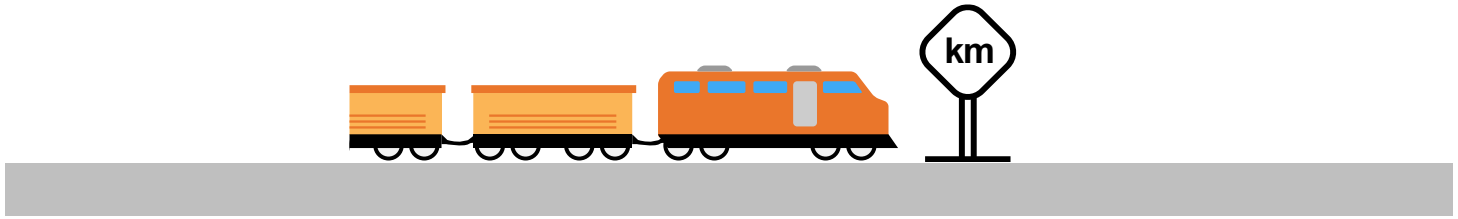


(delay ≤ 15 minutes)

2024:	**31.0%**
2023:	30.0%
2022:	26.0%

OPERATIONS

Train Kilometers (million) of trains per RFC*

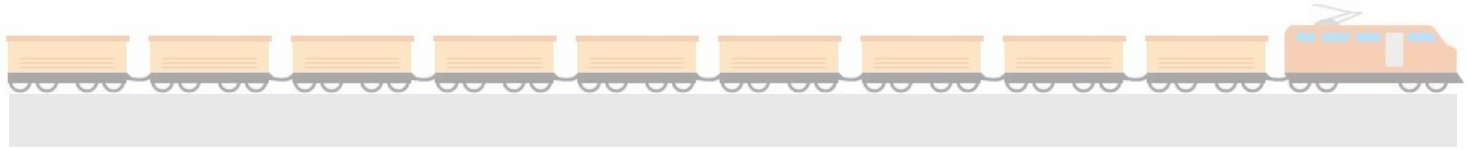


2024:	47.52 mio
2023:	44.44 mio

*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.

OPERATIONS

Number of trains crossing a border along the RFC*

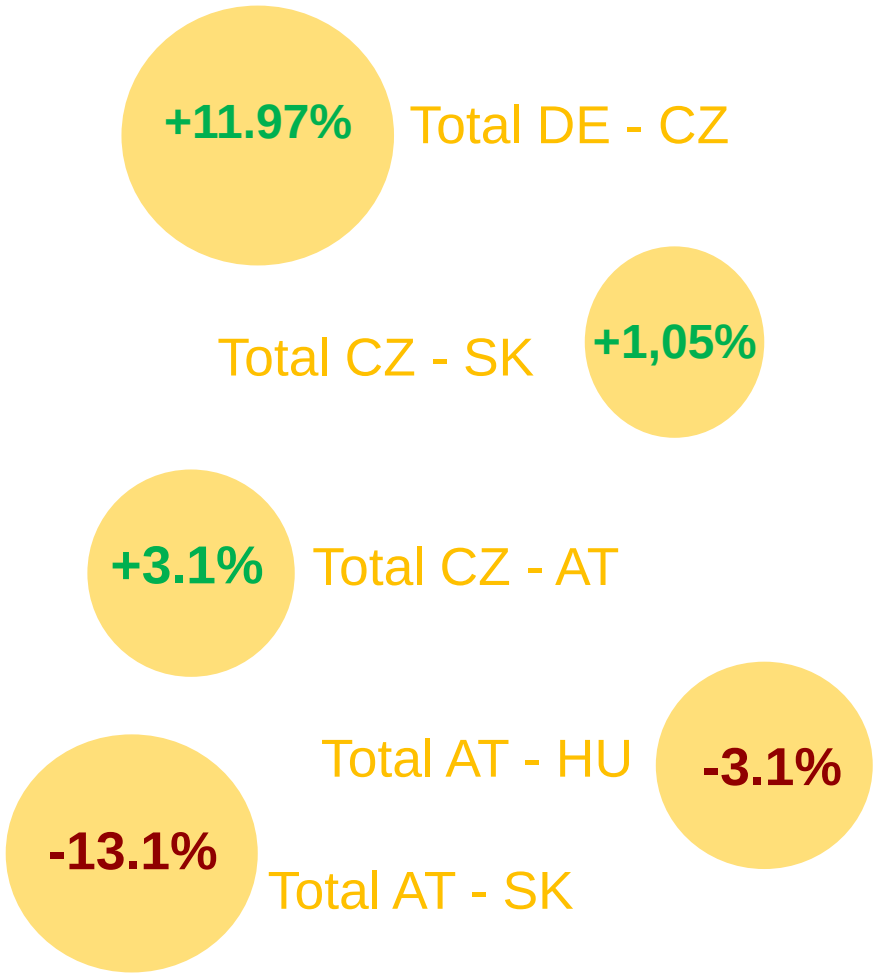


*The calculation of this KPI is based on data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation.

MARKET DEVELOPMENT

Number of trains per border - Part 1*

	2022	2023	**2024**
Total DE - CZ:	26,675	27,447	**30,733**
Total CZ - SK:	16,688	13,992	**14,139**
Total CZ - AT:	12,027	12,692	**13,082**
Total AT - HU:	20,634	18,917	**18,338**
Total AT - SK:	8,749	9,685	**8,414**

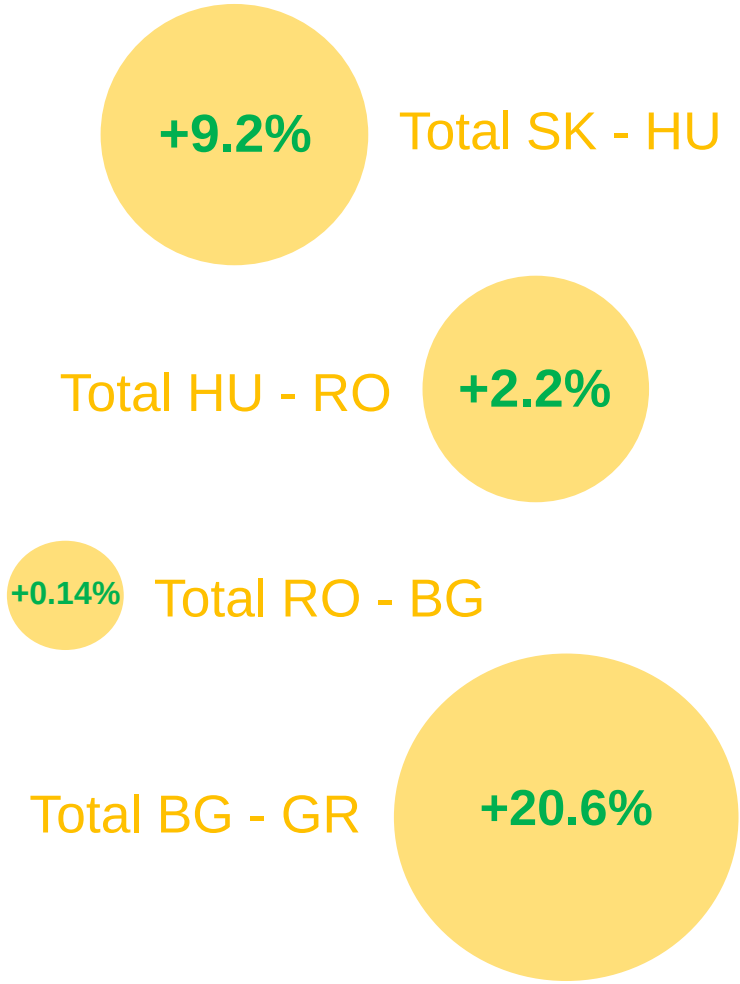


*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

MARKET DEVELOPMENT

Number of trains per border - Part 2*

	2021	2022	**2023**
Total SK - HU:	16,759	15,160	**16,561**
Total HU - RO:	10,904	10,116	**10,336**
Total RO - BG:	4,269	4,183	**4,189**
Total BG - GR:	454	102	**123**



*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

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)
EU00043	Germany	Czechia	Bad Schandau	Děčín	12.1%	8.0%	7.0%
EU00063	Czechia	Austria	Břeclav	Bernhardsthal	10.3%	10.7%	5,6% (RFC5)
EU00081	Czechia	Slovakia	Lanžhot	Kúty	8.7%	7.6%	6.4%
EU00103	Austria	Hungary	Baumgarten	Sopron	0.0%	0.0%	0.0%
EU00104	Austria	Hungary	Loipersbach	Sopron	0.0%	0.0%	0.0%
EU00105	Austria	Hungary	Nickelsdorf	Hegyeshalom	8.9%	8.7%	13.1%
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)
EU00170	Slovakia	Hungary	Štúrovo	Szob	28.6%	37.1%	43.0%
EU00171	Slovakia	Hungary	Komárno	Komárom	26.5%	28.3%	49.5%
EU00172	Slovakia	Hungary	Rusovce	Rajka	3.7%	22.6%	11.5%
EU00187	Bulgaria	Greece	Svilengrad	Dikea	0.0%	0.0%	0.0%
EU00188	Bulgaria	Greece	Kulata	Promachon	0.0%	0.0%	0.0%
EU00194	Hungary	Romania	Biharkeresztes	Episcopia Bihor	58.7%	38,8%	26.4%
EU00196	Hungary	Romania	Lőkösháza	Curtici	59.5%	55,6%	89.7%
EU00207	Romania	Bulgaria	Giurgiu Nord	Ruse	29.5%	25.9%	22.1%
EU00208	Romania	Bulgaria	Golenti	Vidin tovarna	0.0%	0.0%	0.0%

*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'.