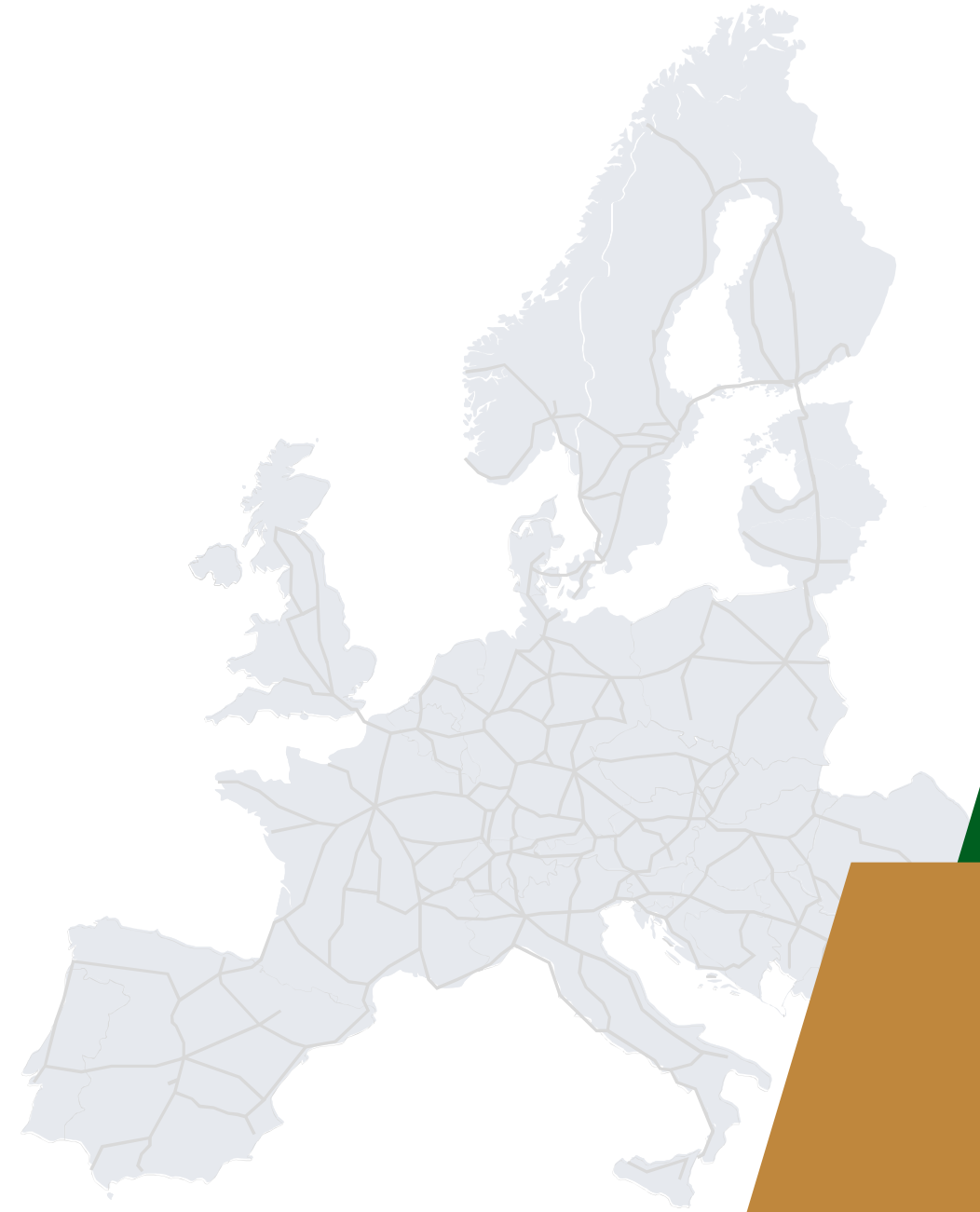


Commonly applicable RFC KPIs
RFC North Sea-Baltic
December 2024

CAPACITY MANAGEMENT

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

2024	for TT 2025	**15.2 mio (path) km**
2023	for TT 2024	17.0 mio (path) km
2022	for TT 2023	15.3 mio (path) km

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

2024	for TT 2025	**2.8 mio (path) km**
2023	for TT 2024	4.1 mio (path) km
2022	for TT 2023	3.4 mio (path) km

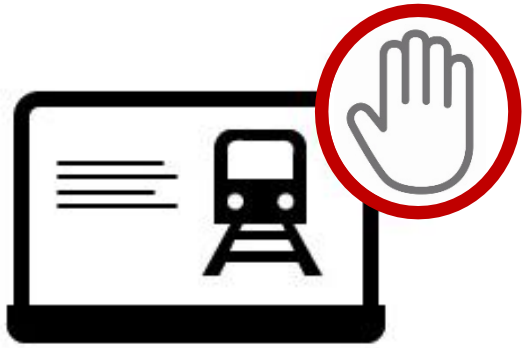
**The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

CAPACITY MANAGEMENT

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

2024	for TT 2025	**40**
2023	for TT 2023	46
2022	for TT 2023	53

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



2024	**4**	for TT 2025
2023	10	for TT 2024
2022	10	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	for TT 2025	**2.5 mio (path) km**
2023	for TT 2024	3.8 mio (path) km
2022	for TT 2023	3.4 mio (path) km

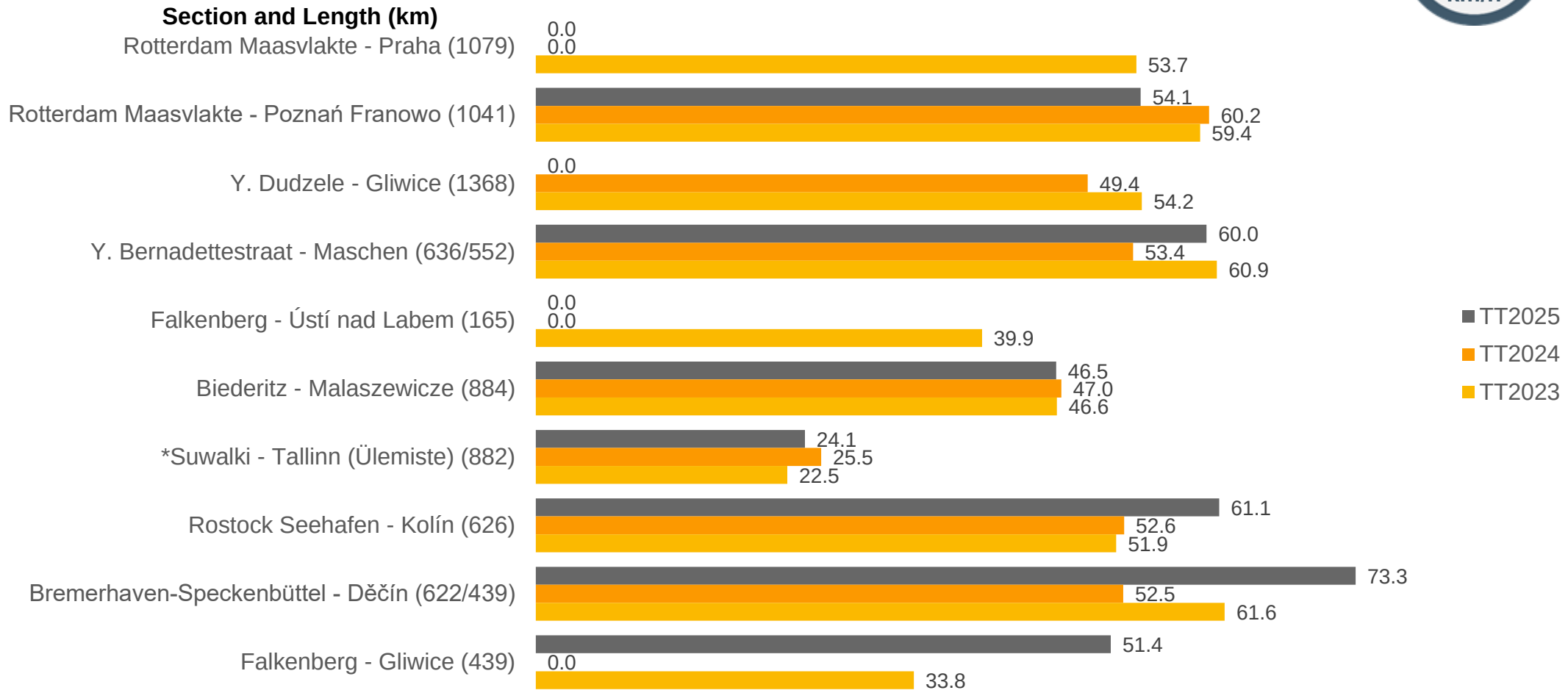
Ratio of pre-booked capacity (to the volume of capacity offered at x-11)

2024		**16.6% for TT 2025**
2023	for TT 2024	22.0%
2022	for TT 2023	22.0%

**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

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.*

** Suwalki – Tallinn (Ülemiste) include the reloading time (~ 6 hours) in Palemonas.*

CAPACITY MANAGEMENT

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

TT 2025		4.04 mio (path) km
TT 2024		4.8 mio (path) km
TT 2023		4.24 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)

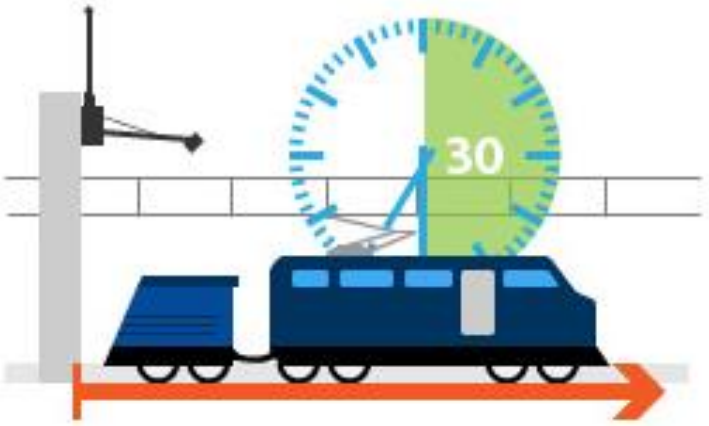
TT 2024	**0**
TT 2023	0
TT 2022	0

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

TT 2024	**0 (path) km**
TT 2023	0 (path) km
TT 2022	0 (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.*

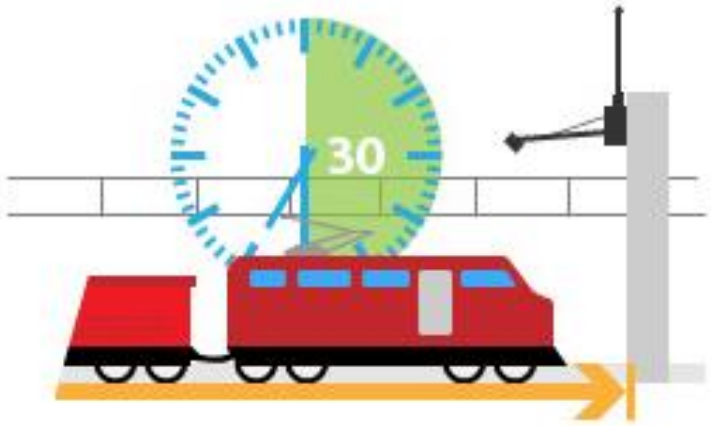
Punctuality at origin (RFC entry)



(delay ≤ 30 minutes)

2023:	**49.0%**
2022:	46.0%
2021:	50.0%

Punctuality at destination (RFC exit)

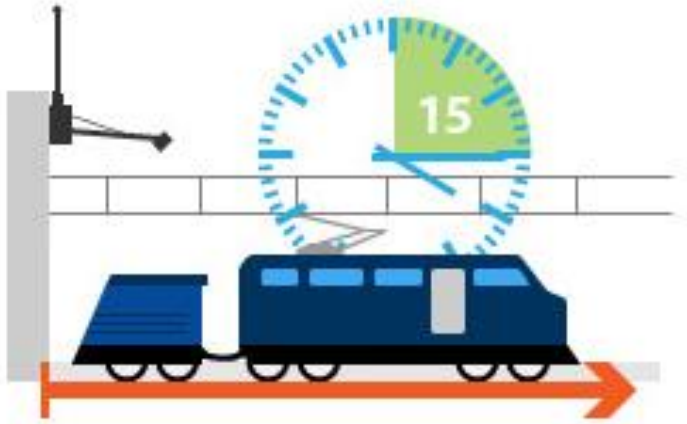


(delay ≤ 30 minutes)

2023:	**39.0%**
2022:	36.0%
2021:	41.0%

OPERATIONS

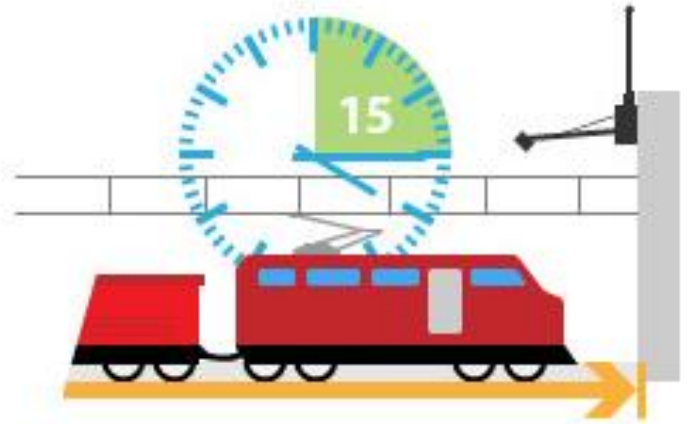
Punctuality at origin (RFC entry)



(delay ≤ 15 minutes)

2023:	**44.0%**
2022:	41.0%
2021:	45.0%

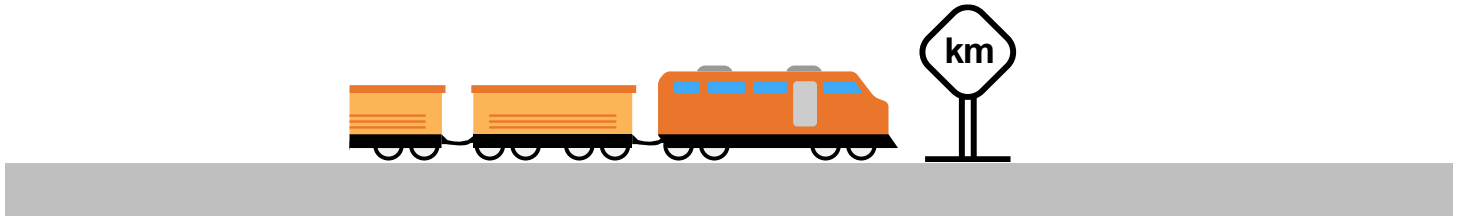
Punctuality at destination (RFC exit)



(delay ≤ 15 minutes)

2023:	**34.0%**
2022:	31.0%
2021:	36.0%

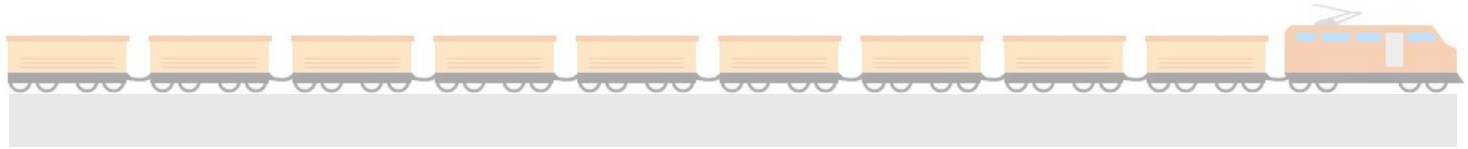
Train Kilometers (million) of trains crossing a border along the RFC*

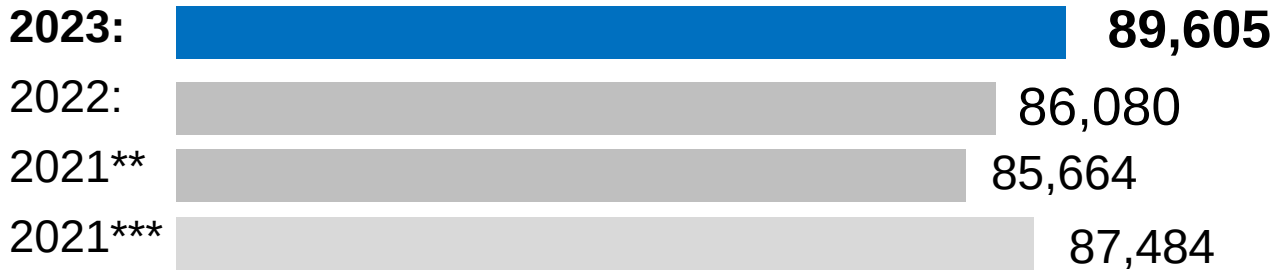


2023: **45.99 mio**

*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.
* * In 2021 two different measuring methodologies were used. Total trains measured using agreed methodology from 2021 to 2023.
*** In 2021 two different measuring methodologies were used. Total trains measured using agreed methodology from 2019 to 2021.

Dwell times in border sections (planned and clean/real)
2023

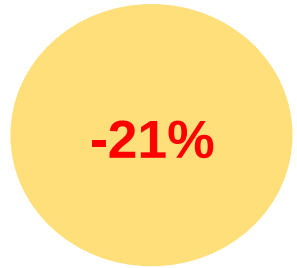
Border		Avg. planned dwell (min.)	Avg. clean/real (min.)
Bad Bentheim	Oldenzaal	12	19
Emmerich	Zevenaar Oost	9	10
Aachen West	Montzen	70	91
Děčín	Bad Schandau	87	91
Essen	Roosendaal	12	11
Zelzate	Sas van Gent	2	In progress**

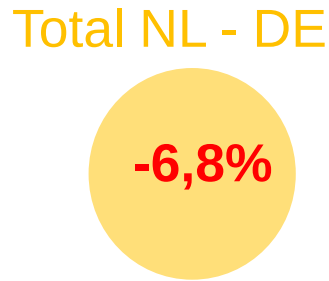
*The calculation of this KPI is based on the data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation. The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs.
**Zelzate – Sas-van-Gent: measurement at this border-pair is still "in progress" on the Sas-van-Gent side. The figure shown in the table is calculated only on trains measured on the Zelzate side of the border.

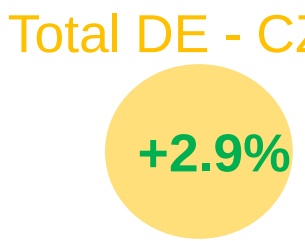
MARKET DEVELOPMENT

Number of trains per border - Part 1*

	2021	2022	**2023**
Total NL - BE:	8,523	8,465	**6,720 (Essen – Roosendaal)** **1,510*** (Sas van Gent – Zelzate)**
Total BE - DE:	23,446	21,777	**22,232**
Total NL – DE**:	46,175	49,572	**46,187**
Total DE - CZ:	28,737	26,675	**27,447**





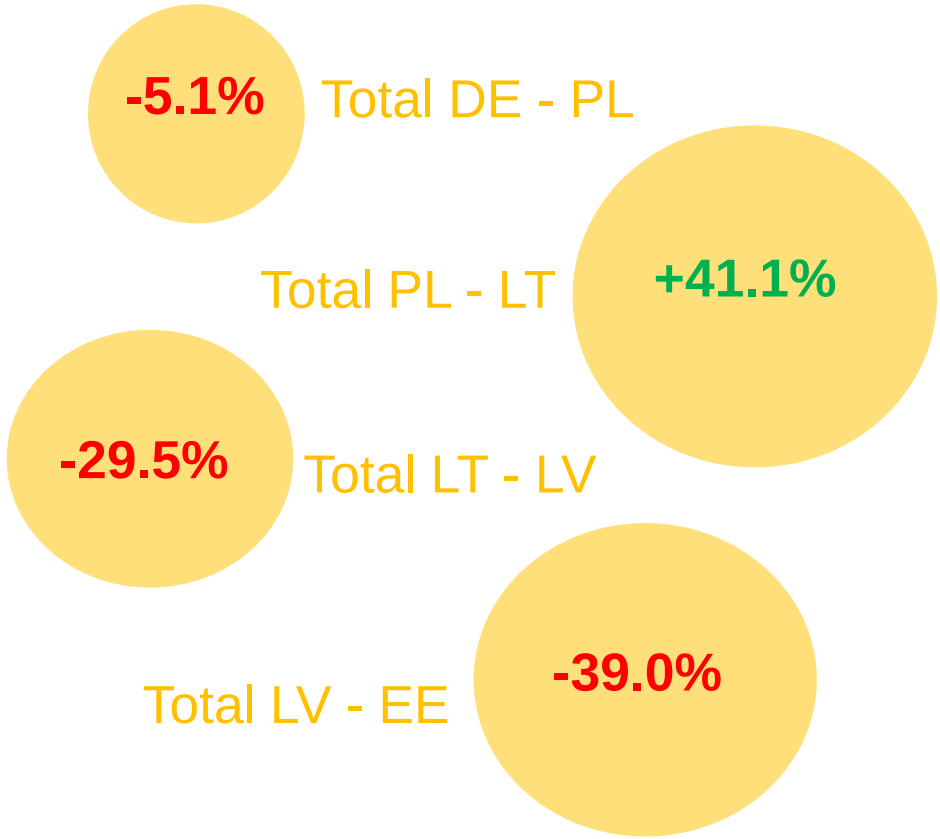


*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI. Overall number of trains on the RFC due to, among other reasons, the potential double-counting of trains crossing more than one border.
**NL-DE: Trains at Venlo-Kaldenkirchen are measured for this KPI as North Sea-Baltic trains can be re-routed using this border-pair.
***Sas van Gent – Zelzate: This border pair was measured first time in 2023 (onwards) and is not comparable to previous years.

MARKET DEVELOPMENT

Number of trains per border - Part 2*

	2021	2022	**2023**
Total DE - PL:	27,355	27,528	**26,129**
Total PL - LT:	1,239	1,666	**2,350**
Total LT - LV:	1,035	891	**628**
Total LV - EE:	1,597	830	**506**



*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		RFC(s) Involved	Allocated by C-OSS 2021	Allocated by C-OSS 2022	Allocated by C-OSS 2023
EU00002	Netherlands	Germany	Oldenzaal	Bad Bentheim	RFC 8 North Sea-Baltic	11.0%	21.0%	45.0%
EU00004	Netherlands	Germany	Zevenaar Oost	Emmerich	RFC 8 North Sea-Baltic	8.5%	11.0%	2.0%
EU00007	Belgium	Germany	Montzen	Aachen West	RFC 8 North Sea-Baltic	4.8%	15.7%	0.0%
EU00043	Germany	Czechia	Bad Schandau	Děčín	RFC 8 North Sea-Baltic	7.2%	12.1%	8.0%
EU00050	Germany	Poland	Horka	Węgliniec	RFC 8 North Sea-Baltic	9.0%	5.0%	0.0%
EU00053	Germany	Poland	Frankfurt (Oder)	Rzepin	RFC 8 North Sea-Baltic	6.0%	3.0%	7.0%
EU00090	Netherlands	Belgium	Roosendaal	Essen	RFC 8 North Sea-Baltic	35.0%	28.0%	60%
EU00142	Poland	Lithuania	Trakiszki	Mockava	RFC 8 North Sea-Baltic	50.0%	0.0%	25.0%
EU00145	Lithuania	Latvia	Joniškis	Meitene	RFC 8 North Sea-Baltic	0.0%	0.0%	84.0%
EU00147	Lithuania	Latvia	Turmantas	Kurcums	RFC 8 North Sea-Baltic	N/A	N/A	N/A
EU00205	Latvia	Estonia	Lugaži	Valga	RFC 8 North Sea-Baltic	0.0%	0.0%	85.0%

*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'.

- Figures for the border-crossing Venlo – Kaldenkirchen (which is not along the routes of RFC North Sea-Baltic) were included in the KPI Market Development 'Number of trains per border' for the border pair 'DE-NL' as this is an important border-crossing used for re-routing of trains due to works at border-crossing Zevenaar – Emmerich.