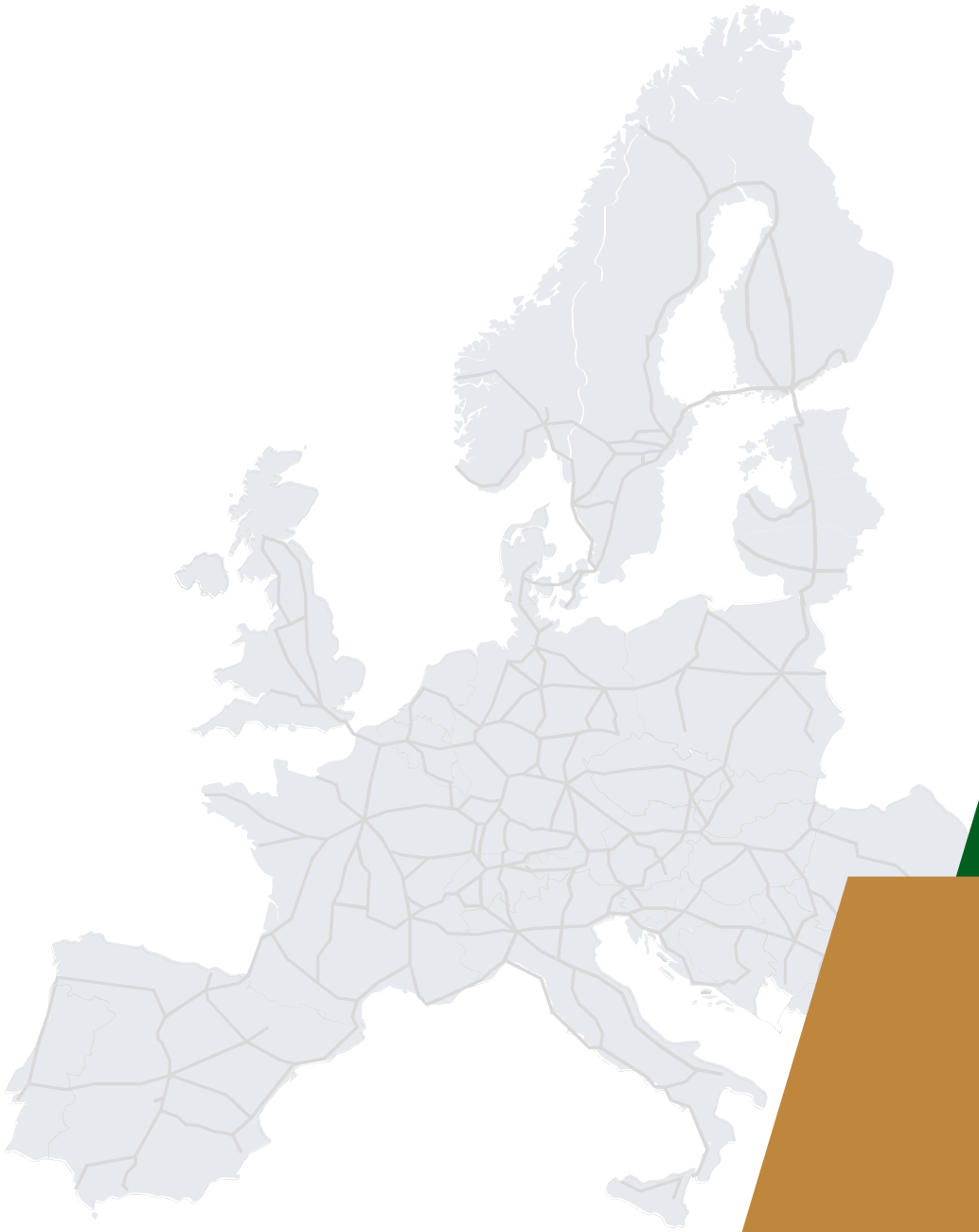


Commonly applicable RFC KPIs
RFC North Sea-Baltic
FEBRUARY 2025

CAPACITY MANAGEMENT

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

2025	for TT 2026	**13.65 mio (path) km**
2024	for TT 2025	15.2 mio (path) km
2023	for TT 2024	17.0 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

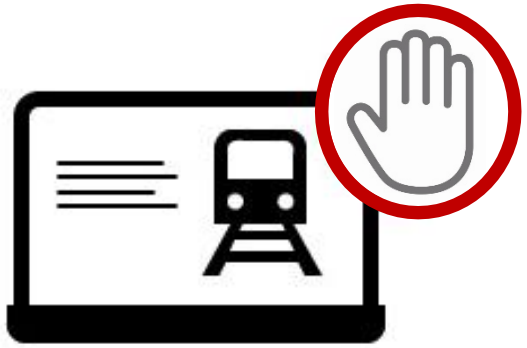
**The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

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

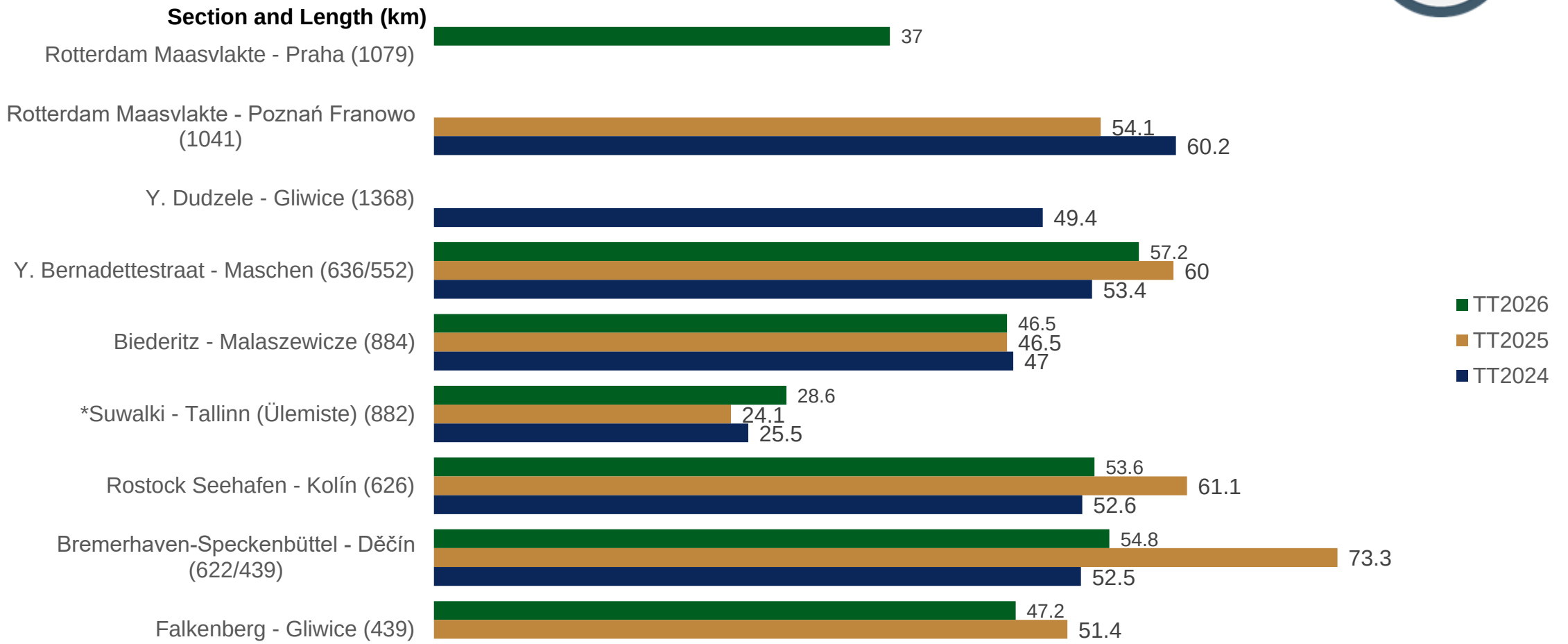
Ratio of pre-booked capacity (to the volume of capacity offered at x-11)

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.*

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.