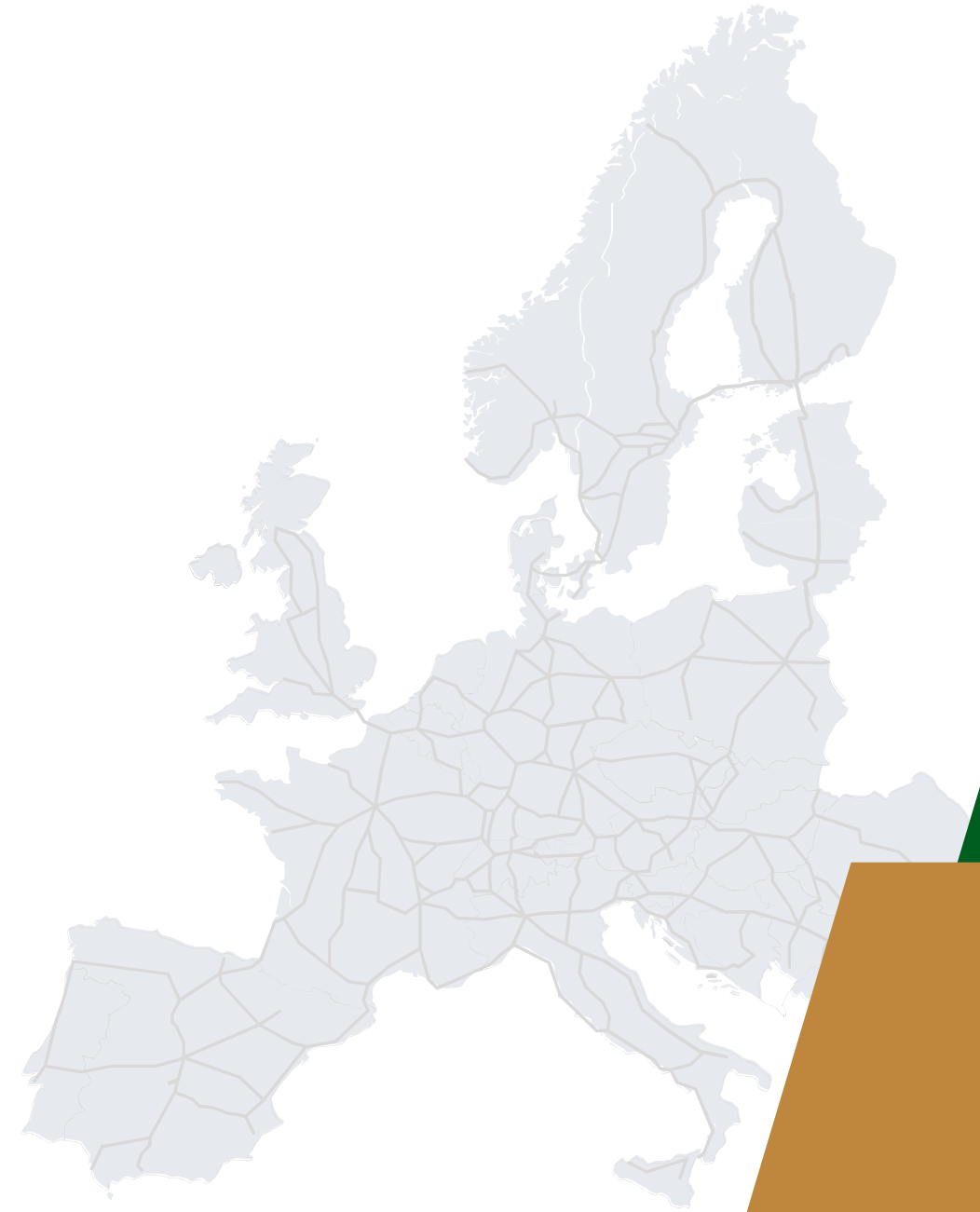


Commonly applicable RFC KPIs

RFC North Sea-Baltic

MAY 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)

2025	for TT 2026	**3.41 mio (path) km**
2024	for TT 2025	2.8 mio (path) km
2023	for TT 2024	4.1 mio (path) km

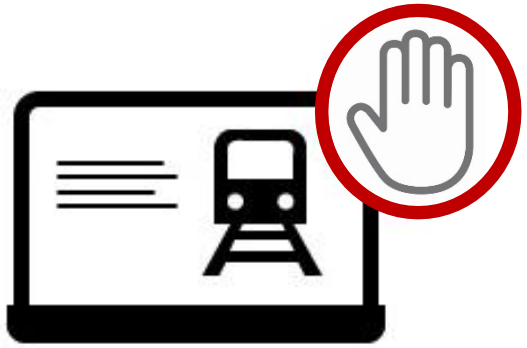
**The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

CAPACITY MANAGEMENT

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

2025	for TT 2026	**39**
2024	for TT 2025	40
2023	for TT 2024	46

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



2025	**4**	for TT 2026
2024	4	for TT 2024
2023	10	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	**3.4 mio (path) km**
2024	for TT 2024	2.5 mio (path) km
2023	for TT 2024	3.8 mio (path) km

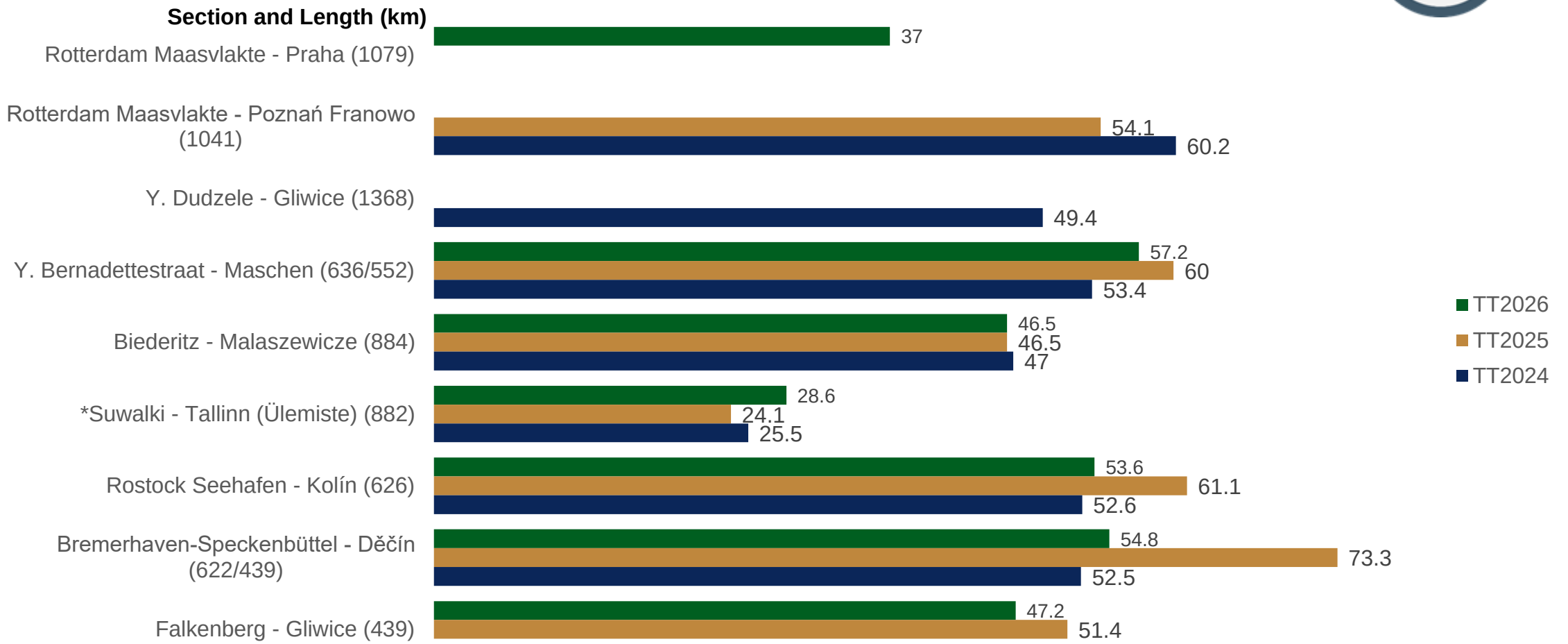
Ratio of pre-booked capacity (to the volume of capacity offered at x-11)

2025	for TT 2026	**22.9%**
2024	for TT 2025	16.6%
2023	for TT 2024	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.*

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:

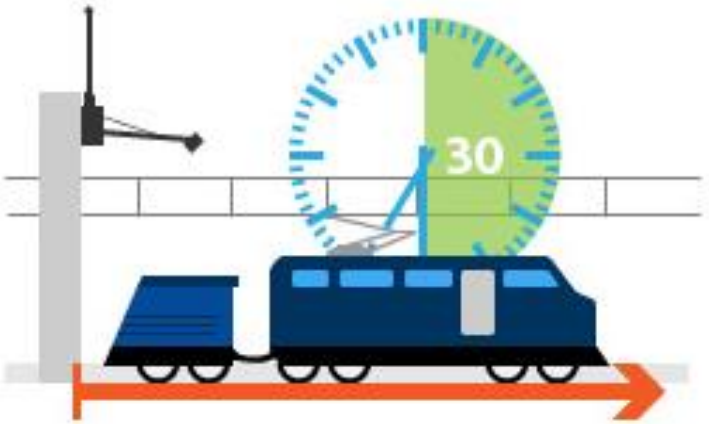
Trains on fully overlapped sections:

- 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.

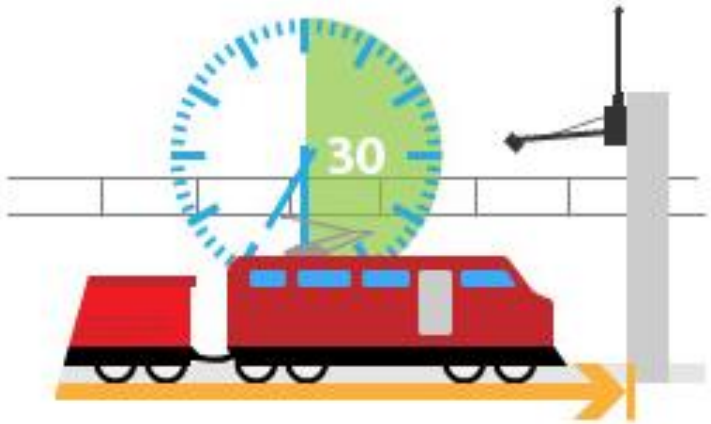
Punctuality at origin (RFC entry)



(delay ≤ 30 minutes)

2024:	**45.0%**
2023:	49.0%
2022:	46.0%

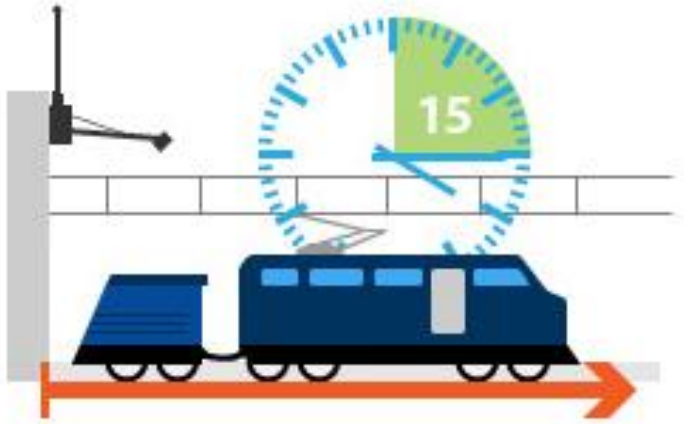
Punctuality at destination (RFC exit)



(delay ≤ 30 minutes)

2024:	**35.0%**
2023:	39.0%
2022:	36.0%

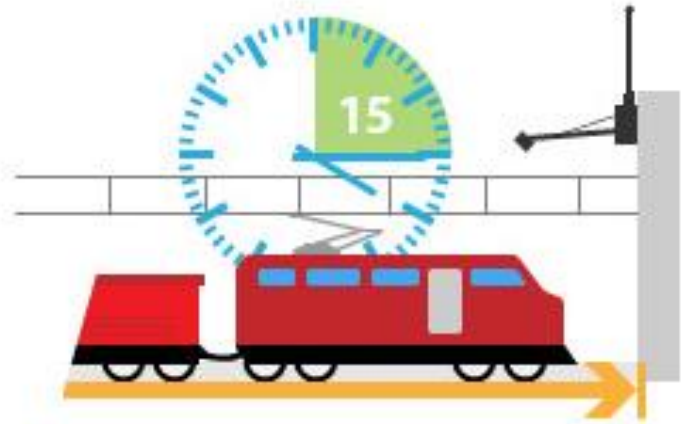
Punctuality at origin (RFC entry)



(delay ≤ 15 minutes)

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

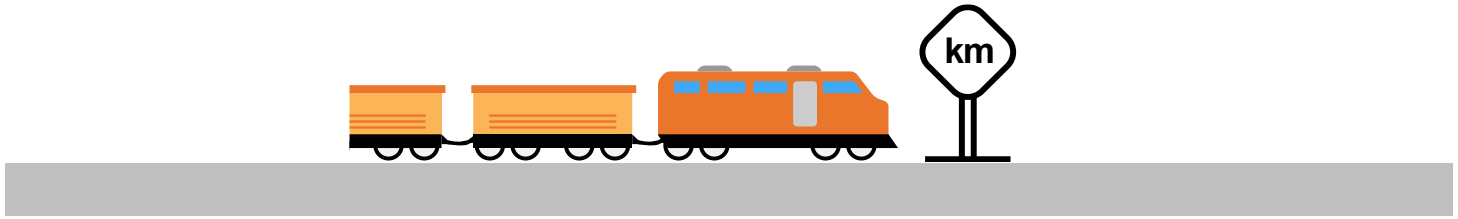
Punctuality at destination (RFC exit)



(delay ≤ 15 minutes)

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

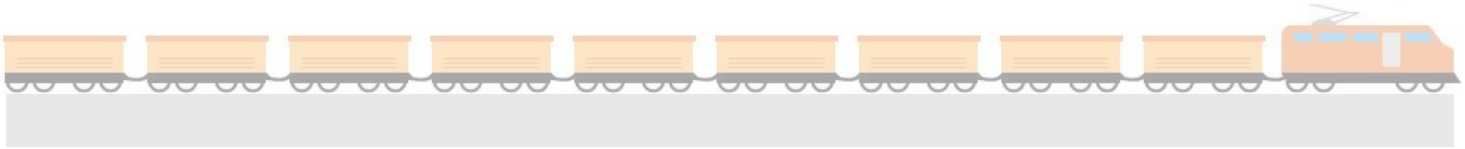
Train Kilometers (million) of trains per RFC*



2024: **38.67 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 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.

Dwell times in border sections (planned and clean/real) 2024

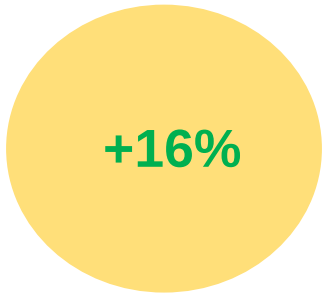
Location Code	Between member states		Between operational points		Planned dwell time	Actual dwell time
EU00002	Netherlands	Germany	Oldenzaal	Bad Bentheim	15 min	16 min
EU00004	Netherlands	Germany	Zevenaar Oost	Emmerich	8 min	10 min
EU00007	Belgium	Germany	Montzen	Aachen West	69 min	90 min
EU00043	Germany	Czechia	Bad Schandau	Děčín	97 min	90 min
EU00053	Germany	Poland	Frankfurt (Oder)	Rzepin	61 min	109 min
EU00090	Netherlands	Belgium	Roosendaal	Essen	8 min	8 min
EU00094	Netherlands	Belgium	Sas van Gent	Zelzate	1 min	0 min
EU00142	Poland	Lithuania	Trakiszki	Mockava	45 min	51 min
EU00145	Lithuania	Latvia	Joniškis	Meitene	not available	not available
EU00147	Lithuania	Latvia	Turmantas	Kurcums	not available	not available
EU00205	Latvia	Estonia	Lugaži	Valga	not available	not available

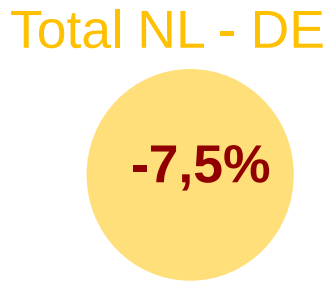
*The calculation of this KPI is based on the data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation. The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs.

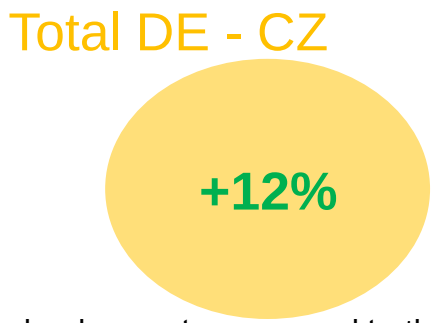
MARKET DEVELOPMENT

Number of trains per border - Part 1*

	2022	2023	**2024**
Total NL - BE:	8,465	6,720 1,510**	**7,797**
Total BE - DE:	21,777	22,232	**21,491**
Total NL – DE***:	49,572	46,187	**42,734**
Total DE - CZ:	26,675	27,447	**30,733**





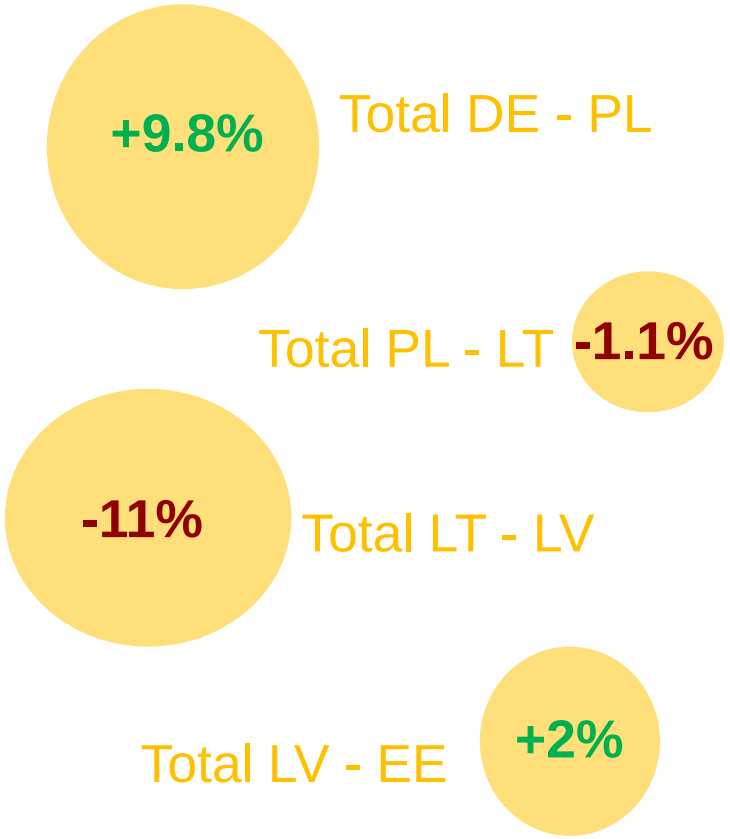


*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI. Overall number of trains on the RFC due to, among other reasons, the potential double-counting of trains crossing more than one border.
**6,720 (Essen – Roosendaal) - 1,510 Sas van Gent – Zelzate(This border pair was measured first time in 2023 (onwards) and is not comparable to previous years)
***NL-DE: Trains at Venlo-Kaldenkirchen are measured for this KPI as North Sea-Baltic trains can be re-routed using this border-pair.

MARKET DEVELOPMENT

Number of trains per border - Part 2*

	2022	2023	**2024**
Total DE - PL:	27,528	26,129	**28,690**
Total PL - LT:	1,666	2,350	**2,324**
Total LT - LV:	891	628	**559**
Total LV - EE:	830	506	**516**



*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)
EU00002	Netherlands	Germany	Oldenzaal	Bad Bentheim	21.0%	45.0%	12.0%
EU00004	Netherlands	Germany	Zevenaar Oost	Emmerich	11.0%	2.0%	4.0%
EU00007	Belgium	Germany	Montzen	Aachen West	15.7%	0.0%	1.0%
EU00043	Germany	Czechia	Bad Schandau	Děčín	12.1%	8.0%	7.0%
EU00050	Germany	Poland	Horka	Węgliniec	5.0%	0.0%	4.0%
EU00053	Germany	Poland	Frankfurt (Oder)	Rzepin	3.0%	7.0%	7.0%
EU00090	Netherlands	Belgium	Roosendaal	Essen	28.0%	41% (RFC2) 19% (RFC8)	19.0%
EU00142	Poland	Lithuania	Trakiszki	Mockava	0.0%	25.0%	25.0%
EU00145	Lithuania	Latvia	Joniškis	Meitene	0.0%	84.0%	14.0%
EU00147	Lithuania	Latvia	Turmantas	Kurcums	N/A	N/A	N/A
EU00205	Latvia	Estonia	Lugaži	Valga	0.0%	85.0%	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'.

- 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.