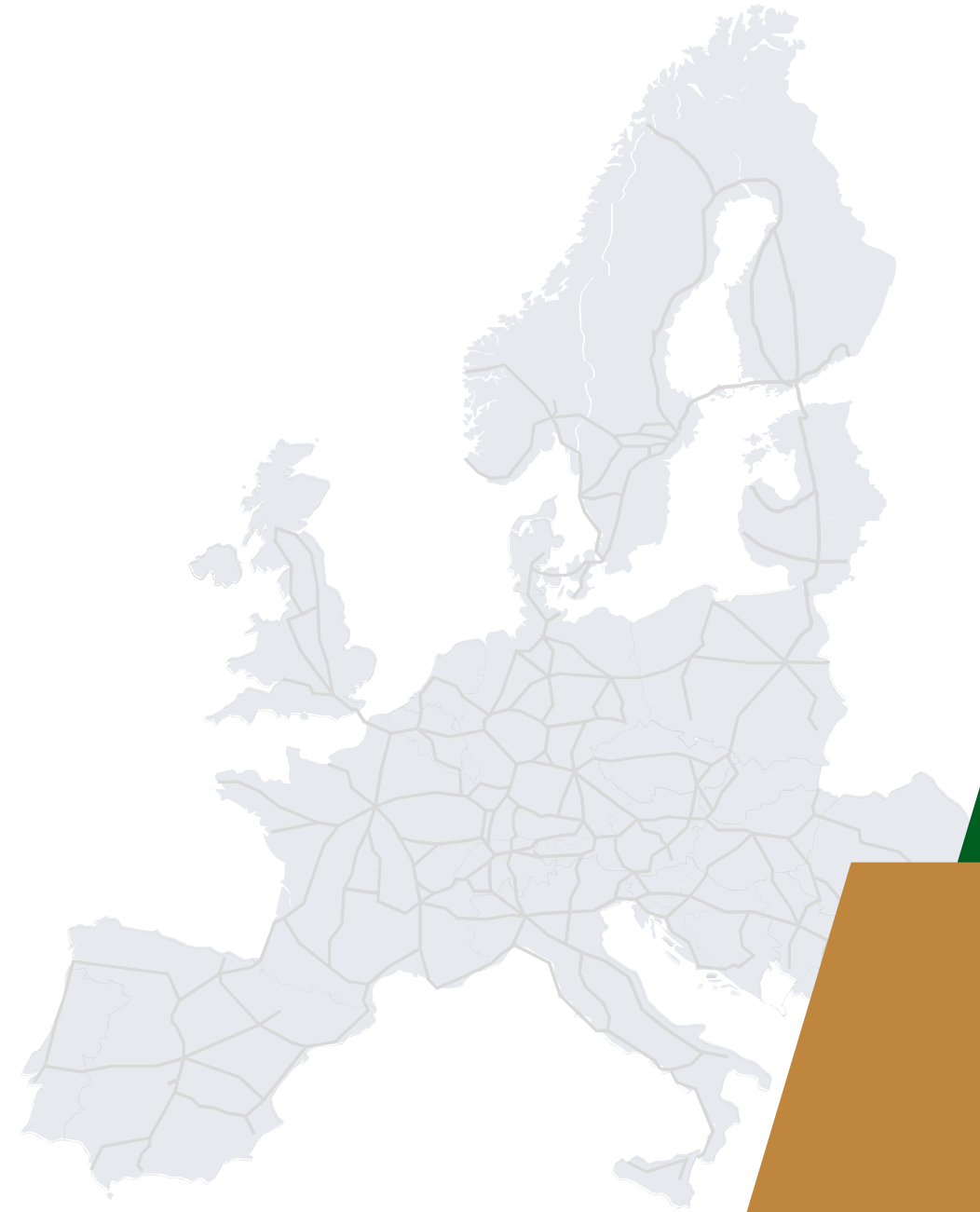


Commonly applicable RFC KPIs
RFC Rhine-Danube
December 2024

CAPACITY MANAGEMENT

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

2024	for TT 2025	**7.0 mio (path) km**
2023	for TT 2024	6.5 mio (path) km
2022	for TT 2023	8.2 mio (path) km

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

2024	**2.1 mio (path) km**	for TT 2025
2023	1.7 mio (path) km	for TT 2024
2022	4.1 mio (path) km	for TT 2023

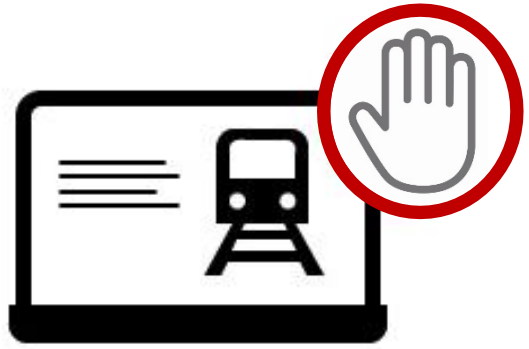
**The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

CAPACITY MANAGEMENT

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

2024	**24**	for TT 2025
2023	24	for TT 2024
2022	for TT 2023	59

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



2024	**0**	for TT 2025
2023	**0**	for TT 2024
2022	2	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)

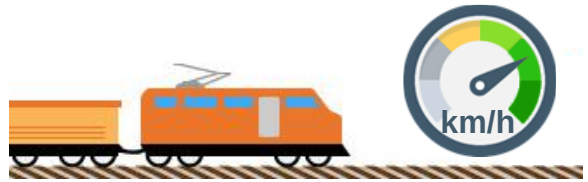
2024	**2.1 mio (path) km**	for TT 2025
2023	1.7 mio (path) km	for TT 2024
2022	for TT 2023	4.1 mio (path) km

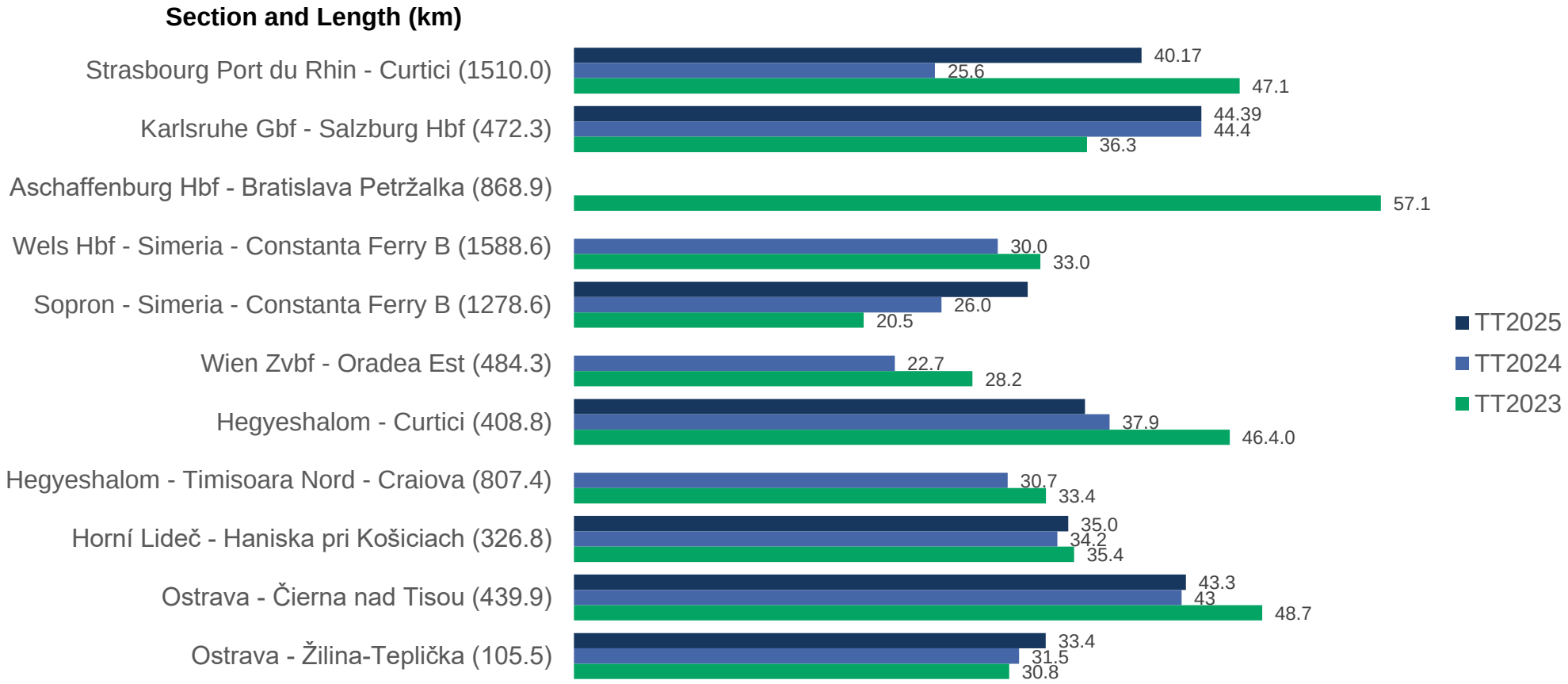
Ratio of pre-booked capacity (to the volume of capacity offered at x-11)

2024	for TT 2025	**30.1%**
2023	for TT 2024	26.2%
2022	for TT 2023	50.2%

**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.*

CAPACITY MANAGEMENT

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

TT 2025		**2.55 mio (path) km**
TT 2024		2.52 mio (path) km
TT 2023		2.55 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 RC along the RFC.*

CAPACITY MANAGEMENT

Number of requests – Reserve Capacity (at X+12) (number of PCS dossiers)

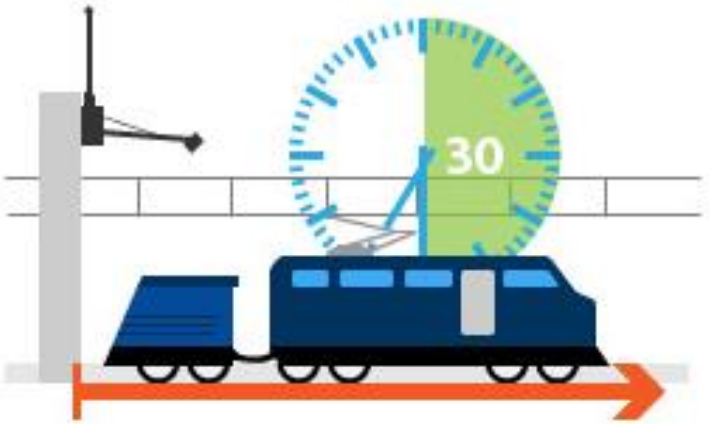
TT 2024	**0**
TT 2023	0

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

TT 2024	**0 path km**
TT 2023	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 RC along the RFC.*

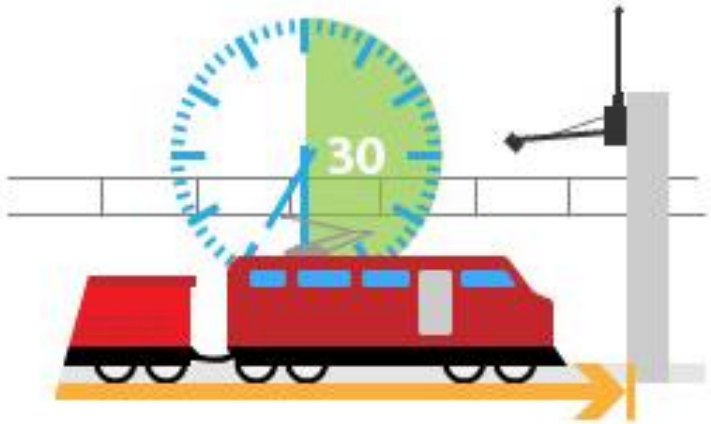
Punctuality at origin (RFC entry)



(delay ≤ 30 minutes)

2023:	**51.0%**
2022:	51.0%
2021:	55.0%

Punctuality at destination (RFC exit)

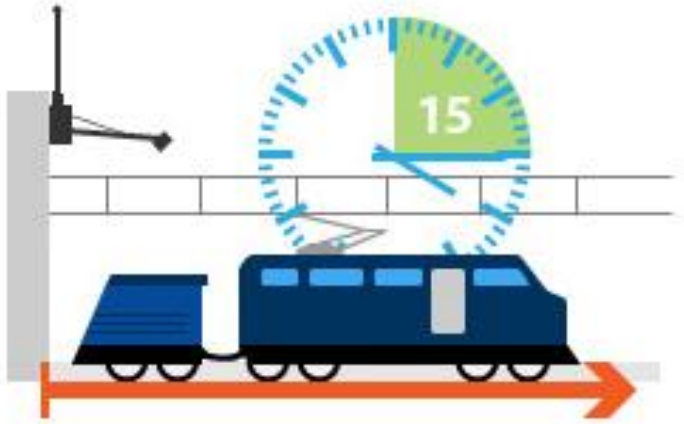


(delay ≤ 30 minutes)

2023:	**41.0%**
2022:	41.0%
2021:	47.0%

OPERATIONS

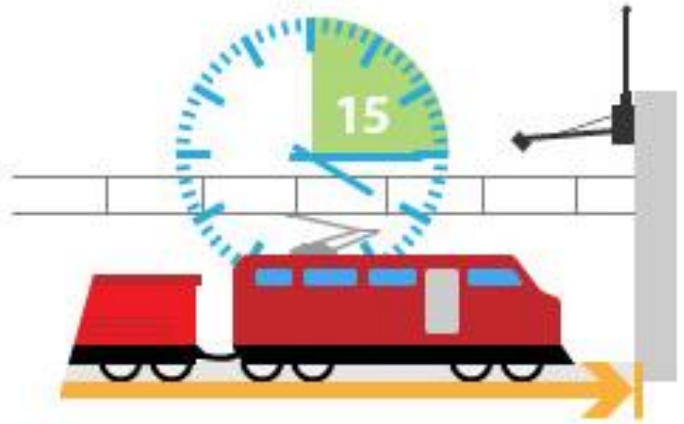
Punctuality at origin (RFC entry)



(delay ≤ 15 minutes)

2023:	**44.0%**
2022:	45.0%
2021:	49.0%

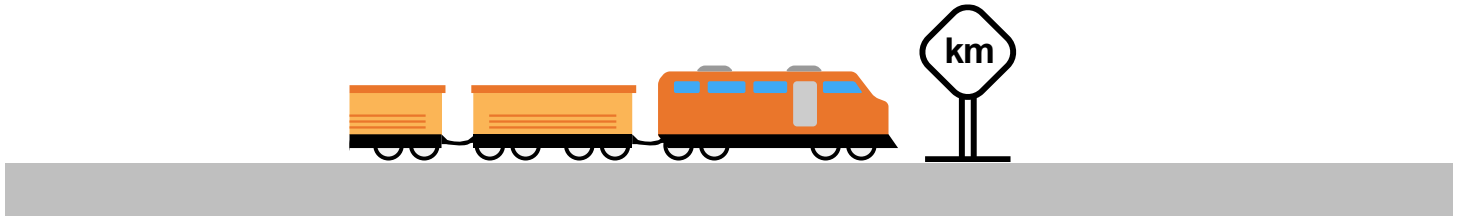
Punctuality at destination (RFC exit)



(delay ≤ 15 minutes)

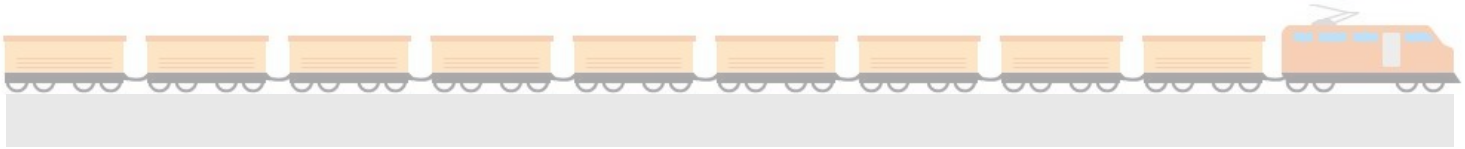
2023:	**37.0%**
2022:	37.0%
2021:	42.0%

Train Kilometers (million) 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. 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.

Dwell times in border sections (clean/real) 2023*

Border	Avg. planned dwell (min.)	Avg. real dwell (min.)
Curtici - Lökösháza	45	55
Episcopia Bihor - Biharkeresztes	44	67
Freilassing - Salzburg Liefering	18	23
Furth im Wald - Česká Kubice	40	34
Horní Lideč - Lúky pod Makytou	37	6
Kehl - Strasbourg-Neudorf	14	1
Kittsee - Bratislava-Petržalka	75	86
Mosty u Jablunkova - Čadca	61	57
Nickelsdorf - Hegyeshalom	82	92
Passau HBF - Schärding	45	41
Rusovce - Rajka	100	98
Schirnding - Cheb	105	116

*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.

Dwell times in border sections per direction (clean/real) 2023*

Border	RFC direction	Avg. real dwell (min.)
Curtici - Lökösháza	East-West	751
Curtici - Lökösháza	West-East	305
Episcopia Bihor - Biharkeresztes	East-West	156
Episcopia Bihor - Biharkeresztes	West-East	195
Freilassing - Salzburg Liefering	East-West	25
Freilassing - Salzburg Liefering	West-East	20
Furth im Wald - Česká Kubice	East-West	28
Furth im Wald - Česká Kubice	West-East	39
Horní Lideč - Lúky pod Makytou	East-West	7
Horní Lideč - Lúky pod Makytou	West-East	5
Kehl - Strasbourg-Neudorf	East-West	0
Kehl - Strasbourg-Neudorf	West-East	3
Kittsee - Bratislava-Petržalka	East-West	82
Kittsee - Bratislava-Petržalka	West-East	90
Mosty u Jablunkova - Čadca	East-West	77
Mosty u Jablunkova - Čadca	West-East	37
Nickelsdorf - Hegyeshalom	East-West	116
Nickelsdorf - Hegyeshalom	West-East	70
Passau HBF - Schärding	East-West	42
Passau HBF - Schärding	West-East	40
Rusovce - Rajka	East-West	120
Rusovce - Rajka	West-East	73
Schirnding - Cheb	East-West	146
Schirnding - Cheb	West-East	93

*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.

Dwell times in border sections (clean/real)
2023*

Border	Avg. clean/real (min.)
Schirnding – Cheb	115.6
Mosty u Jablunkova – Čadca	60.5
Strasbourg – Kehl	N/A
Furth im Wald – Česká Kubice	N/A
Horní Lideč – Lúky pod Makytou	32.5
Passau – Schärding	N/A
Freilassing – Salzburg	N/A
Nickelsdorf – Hegyeshalom	82.5
Kittsee - Bratislava-Petržalka	75
Baumgarten – Sopron	N/A**

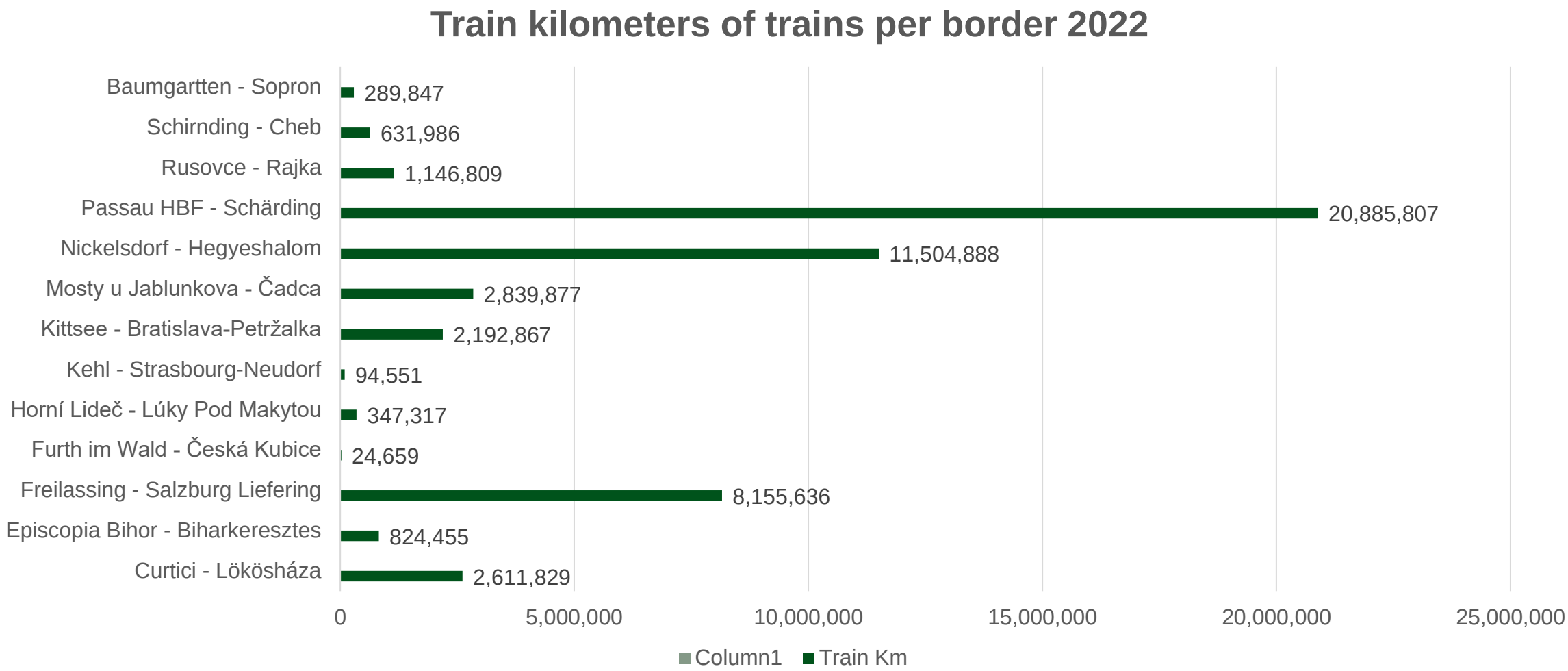
*International freight trains crossing a border of an RFC are considered in the calculation. The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs.
**Data Quality investigation is in progress.

Dwell times in border sections (clean/real) 2023*

Border	Avg. clean/real (min.)
Rusovce – Rajka	98.5
Lőkösháza - Curtici	528
Biharkeresztes – Episcopia Bihor	108

*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



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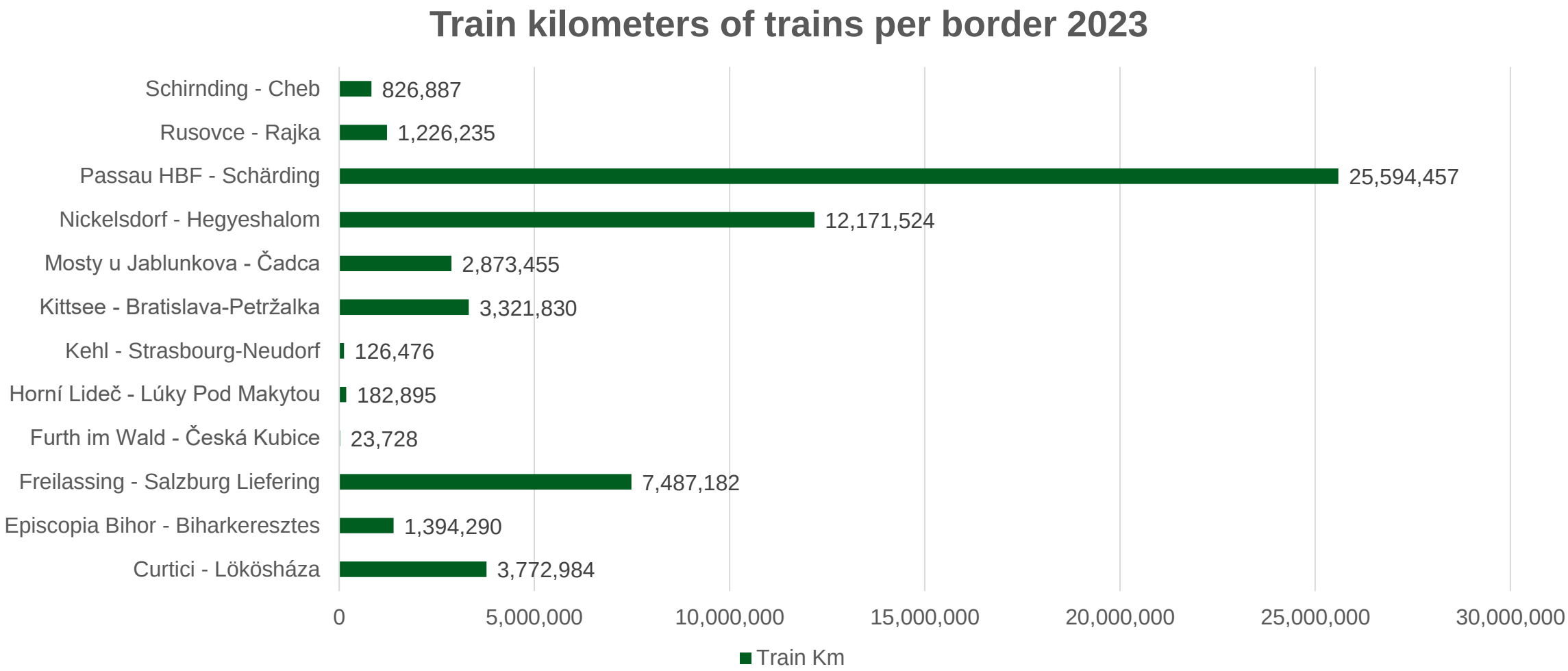
MARKET DEVELOPMENT



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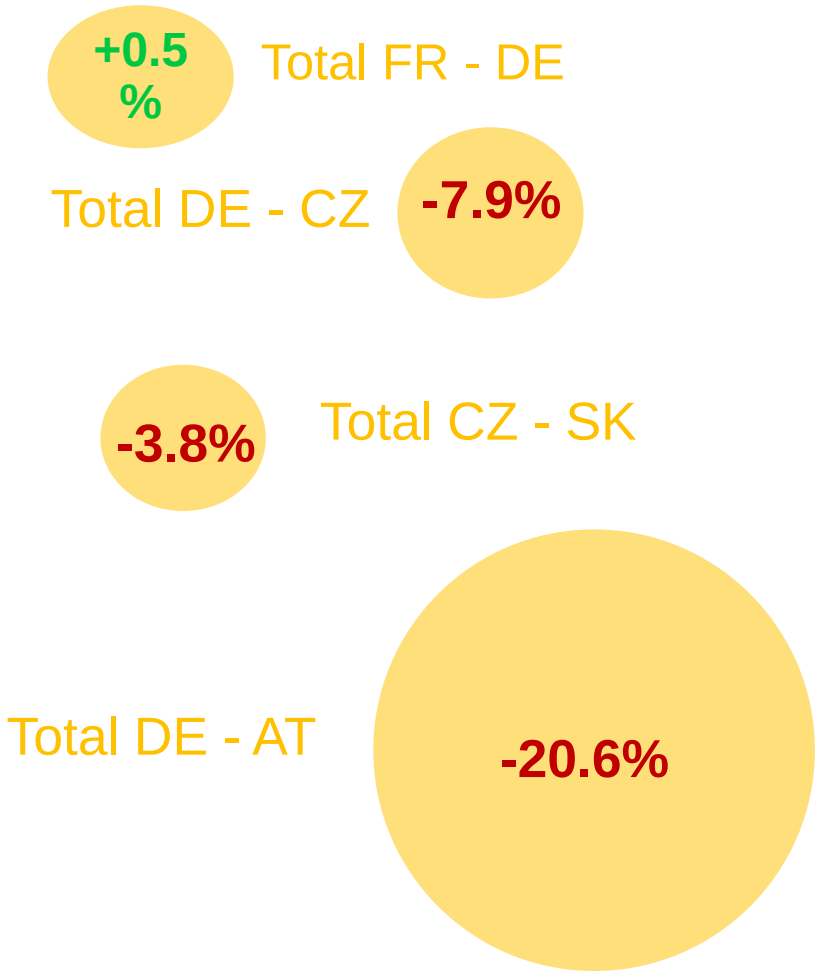
MARKET DEVELOPMENT

Number of trains per border - Part 1*

	2021	2022	**2023**
Total FR - DE:	2,278	1,951	**1961**
Total DE - CZ:	2,375	3,053	**2,811**
Total CZ - SK:	14,465	14,270	**13,730**
Total DE - AT:	41,158	52,276	**41,528**

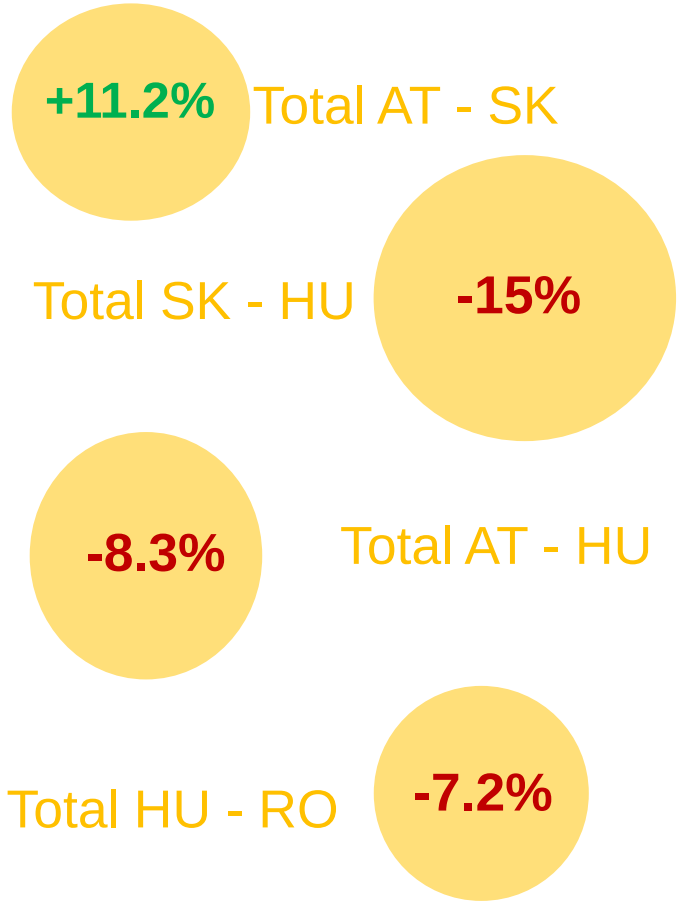


*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

MARKET DEVELOPMENT

Number of trains per border - Part 2*

	2021	2022	**2023**
Total AT - SK:	8,582	8,604	**9,571**
Total SK - HU:	5,295	5,426	**4,610**
Total AT - HU:	20,289	20,634	**18,917**
Total HU - RO:	11,893	10,904	**10,116**



*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 2021	Allocated by C-OSS 2022	Allocated by C-OSS 2023
EU00016	France	Germany	Strasbourg	Kehl	0.0%	0.0%	8.2%
EU00033	Germany	Austria	Freilassing	Salzburg	0.0%	3.4%	1.3%
EU00035	Germany	Austria	Passau	Wernstein	5.7%	4.8%	1.3%
EU00037	Germany	Czechia	Schirnding	Cheb	0.0%	0.0%	0.0%
EU00038	Germany	Czechia	Furth im Wald	Česká Kubice	0.0%	0.0%	0.0%
EU00103	Austria	Hungary	Baumgarten	Sopron	0.0%	0.0%	0.0%
EU00105	Austria	Hungary	Nickelsdorf	Hegyeshalom	6.6%	8.9%	8.7%
EU00109	Austria	Slovakia	Kittsee	BratislavaPetržalka	1.3%	4.9%	5,7%
EU00172	Slovakia	Hungary	Rusovce	Rajka	0.0%	3.7%	22.6%
EU00194	Hungary	Romania	Biharkeresztes	Oradea	30.0%	58.7%	38,8%
EU00196	Hungary	Romania	Lőkösháza	Curtici	86.6%	59.5%	55,6%

*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'.