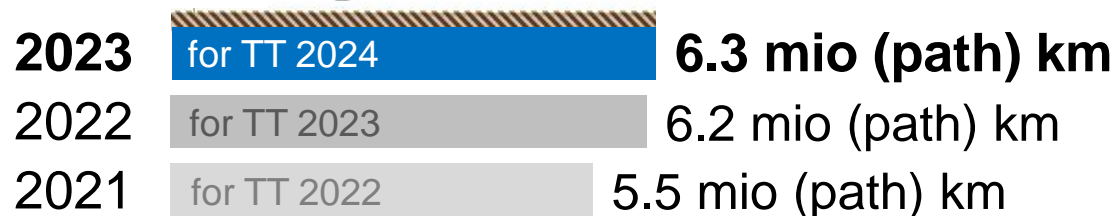




Commonly applicable RFC KPIs
RFC Baltic-Adriatic
December 2023

CAPACITY MANAGEMENT

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



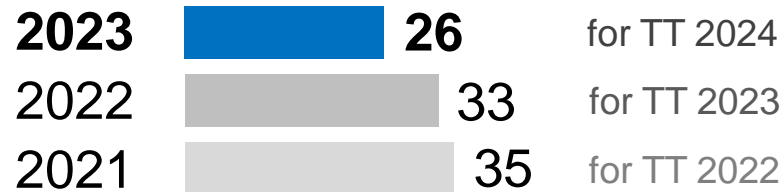
Volume of requested capacity – PaPs (at X-8)



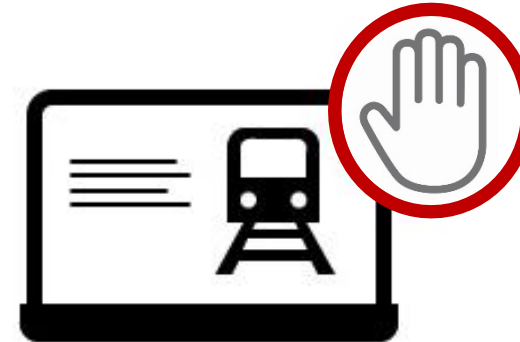
**The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

CAPACITY MANAGEMENT

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



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



**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)



2023	2.3 mio (path) km	for TT 2024
2022	2.1 mio (path) km	for TT 2023
2021	1.9 mio (path) km	for TT 2022

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

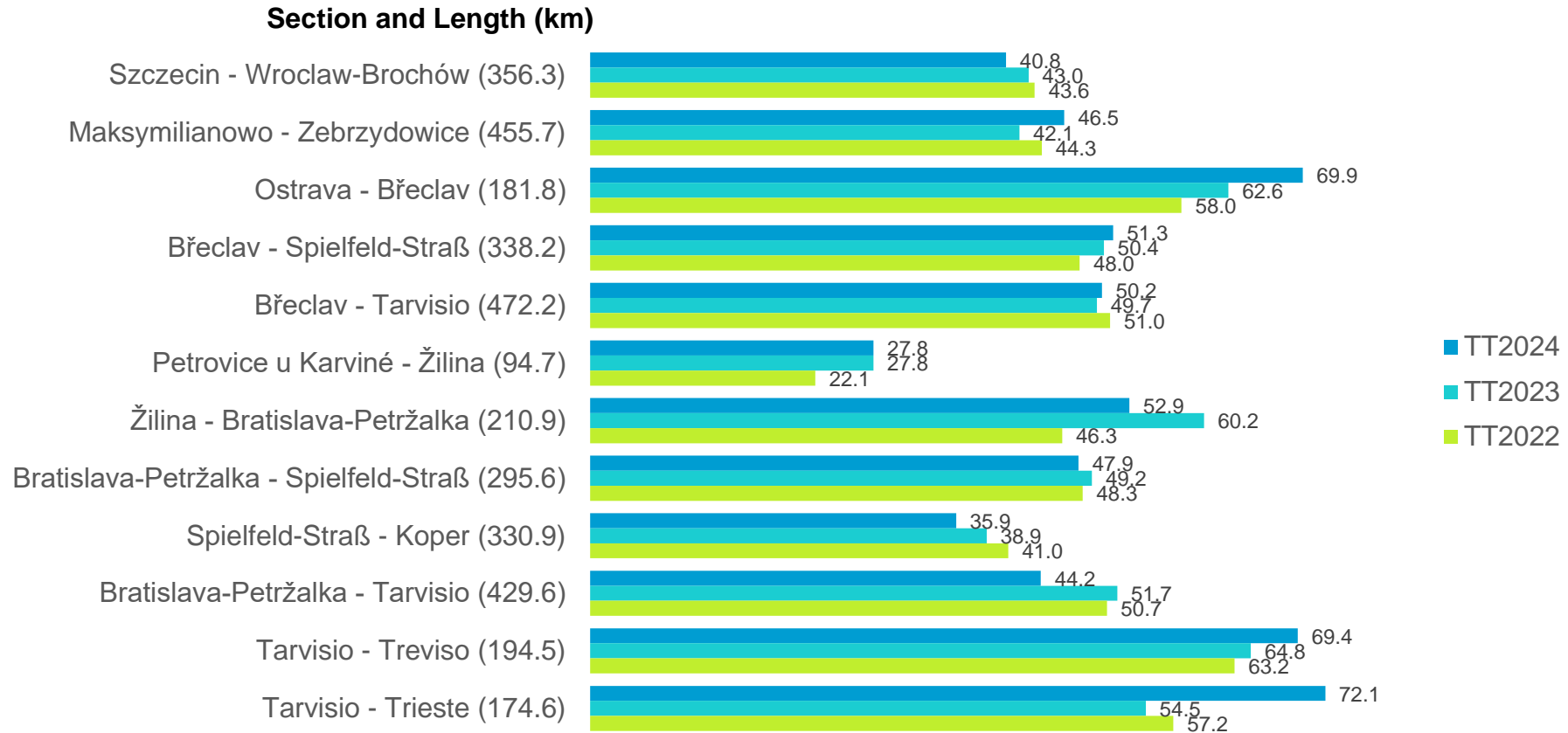
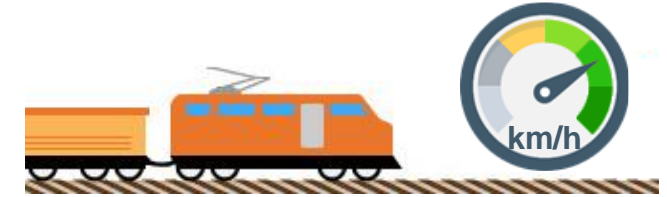


2023	36.5%	for TT 2024
2022	33.2%	for TT 2023
2021	33.8%	for TT 2022

**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.*

CAPACITY MANAGEMENT

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



TT 2024		3.5 mio (path) km
TT 2023		3.3 mio (path) km
TT 2022		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 –
Reserve Capacity (at X+12)**
(number of PCS dossiers)



TT 2023	0
TT 2022	2
TT 2021	0

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



TT 2023	0 (path) km
TT 2022	0.01 mio (path) km
TT 2021	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.*

OPERATIONS

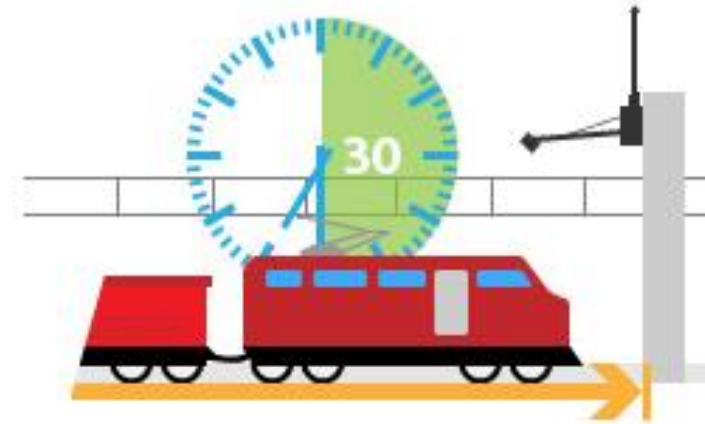
Punctuality at origin (RFC entry)



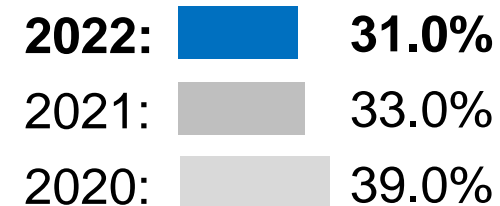
(delay ≤ 30 minutes)



Punctuality at destination (RFC exit)



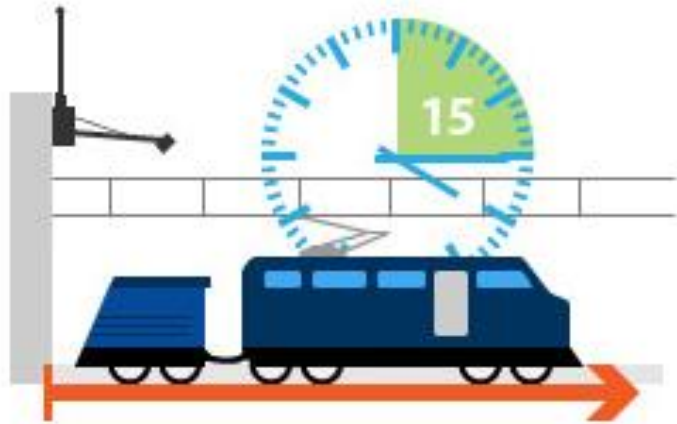
(delay ≤ 30 minutes)



*The figures for 2020 and 2021 were updated in April 2023. KPI values published earlier may differ. Please consider this sheet as the up-to-date version.

OPERATIONS

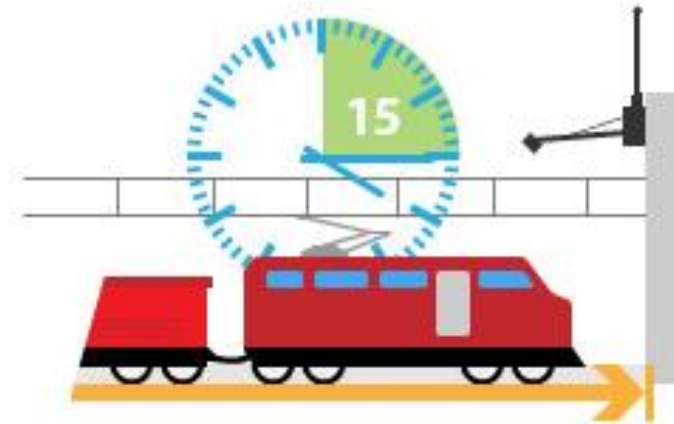
Punctuality at origin (RFC entry)



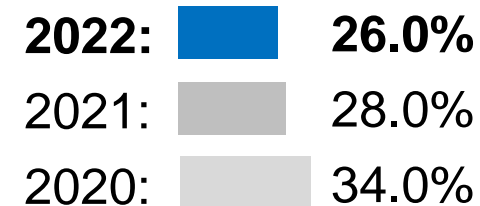
(delay ≤ 15 minutes)



Punctuality at destination (RFC exit)



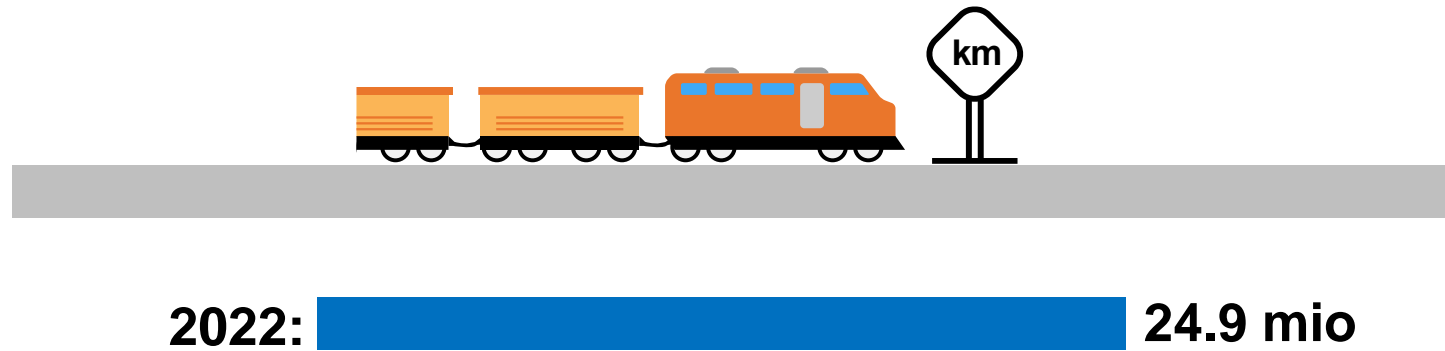
(delay ≤ 15 minutes)



*The figures for 2020 and 2021 were updated in April 2023. KPI values published earlier may differ. Please consider this sheet as the up-to-date version.

OPERATIONS

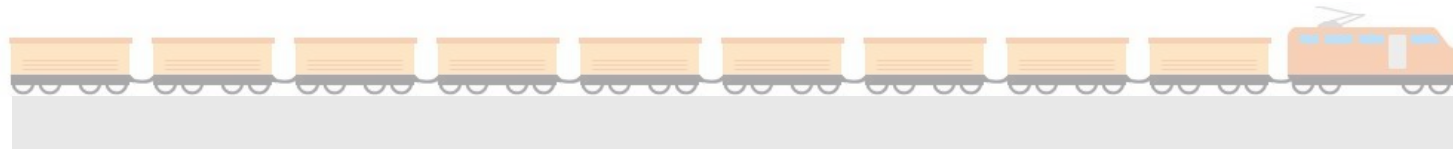
Train Kilometers (million) of trains crossing a border along the RFC*



*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.

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. The figures for 2020 and 2021 were updated in April 2023. KPI values published earlier may differ. Please consider this sheet as the up-to-date version.

OPERATIONS

Dwell times in border sections (planned and actual)

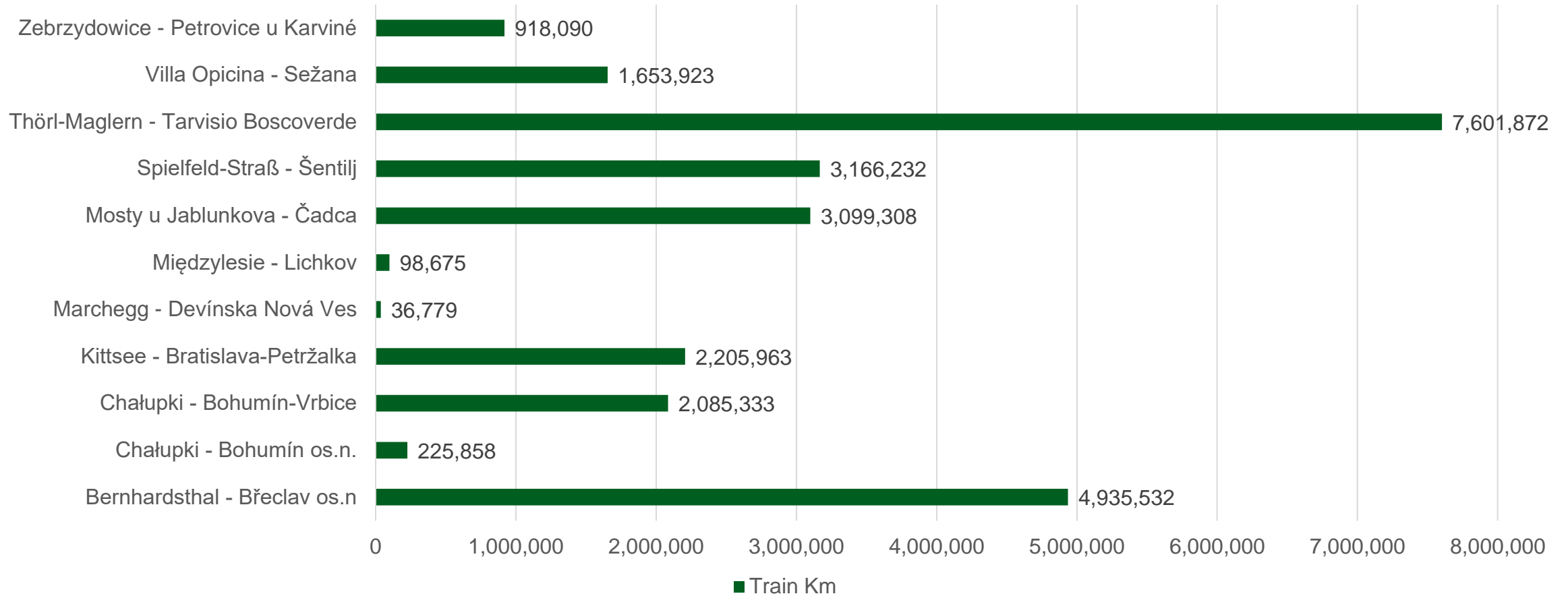
2022

Border	Avg. planned dwell (min.)	Avg. real dwell (min.)
Bernhardsthal - Břeclav os.n.	112	142
Chalupki - Bohumín os.n.	24	9
Chalupki - Bohumín-Vrbice	132	76
Kittsee - Bratislava-Petržalka	65	103
Marchegg - Devínska Nová Ves	32	76
Międzylesie - Lichkov	52	17
Mosty u Jablunkova - Čadca	71	62
Spielfeld-Straß - Šentilj	26	35
Thörl-Maglern - Tarvisio Boscoverde	52	72
Villa Opicina - Sežana	78	125
Zebrzydowice - Petrovice u Karviné	96	99

*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

Train kilometers of trains per border 2022

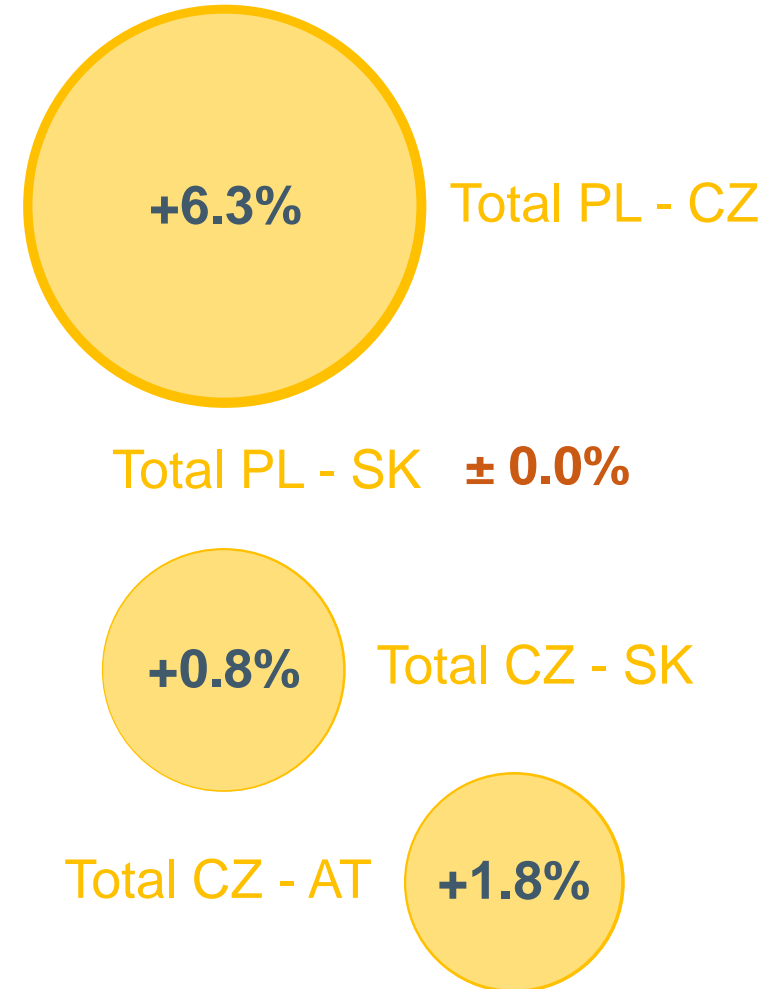


*The calculation of this KPI is based on the data in RNE's TIS. International freight trains crossing a border of an RFC are considered in the calculation. The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs.

MARKET DEVELOPMENT

Number of trains per border - Part 1*

	2020	2021	2022
Total PL - CZ:	25,150	24,985	26,557
Total PL - SK:	0	0	0
Total CZ - SK:	11,451	13,418	13,520
Total CZ - AT:	11,395	11,816	12,027

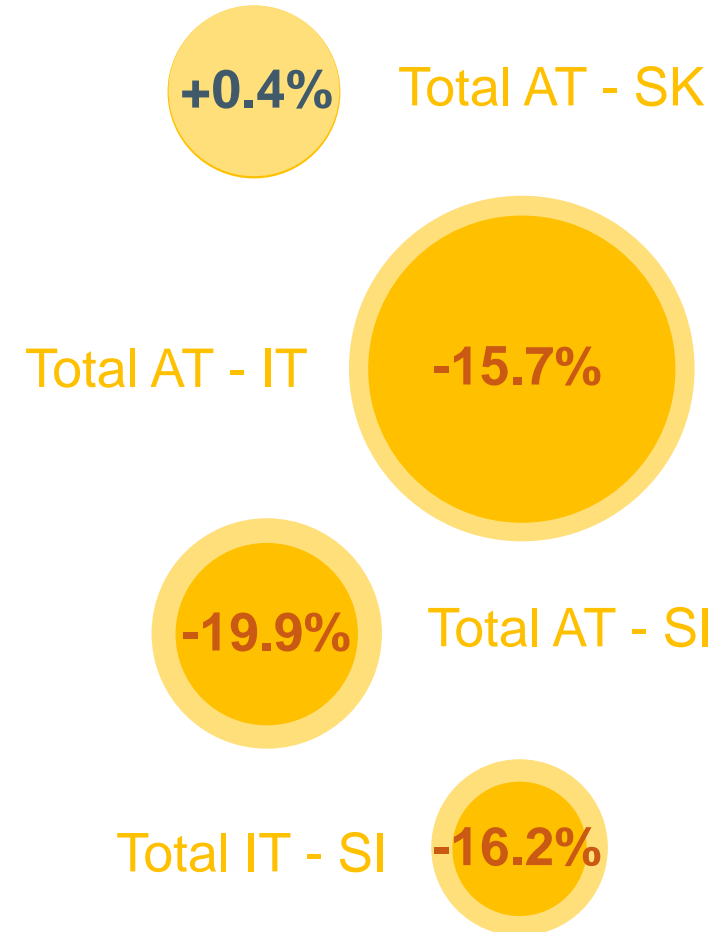


*The calculation of this KPI is based on data in IMs' systems. The total sum of the figures per border does not correspond to the figure of the KPI 'Overall number of trains on the RFC' due to, among other reasons, the potential double-counting of trains crossing more than one border.

MARKET DEVELOPMENT

Number of trains per border - Part 2*

	2020	2021	2022
Total AT - SK:	7,744	8,714	8,749
Total AT - IT:	17,512	20,084	16,926
Total AT - SI:	8,891	11,429	9,154
Total IT - SI:	8,455	8,973	7,522



*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 2020	Allocated by C-OSS 2021	Allocated by C-OSS 2022
EU00063	Czechia	Austria	Břeclav	Bernhardsthal	10.0%	9.5%	10.3%
EU00069	Poland	Czechia	Międzylesie	Lichkov	0.0%	0.0%	0.0%
EU00073	Poland	Czechia	Chałupki	Bohumín	3.0%	6.2%	8.8%
EU00074	Poland	Czechia	Zebrzydowice	Petrovice u Karviné	16.0%	14.3%	6.1%
EU00082	Czechia	Slovakia	Mosty u Jablunkova	Čadca	73.2%	18.6%	42.2%
EU00109	Austria	Slovakia	Kittsee	Bratislava-Petržalka	10.0%	1.3%	4.9%
EU00110	Austria	Slovakia	Marchegg	Devínska Nová Ves	0.0%	0.0%	0.0%
EU00113	Austria	Slovenia	Spielfeld-Straß	Šentilj	8.0%	10.7%	9.8%
EU00116	Austria	Italy	Thörl-Maglern	Tarvisio Boscoverde	4.0%	3.9%	6.1%
EU00151	Italy	Slovenia	Villa Opicina	Sežana	10.0%	11.0%	13.0%
EU00158	Poland	Slovakia	Zwardoń	Skalité	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](#)'.