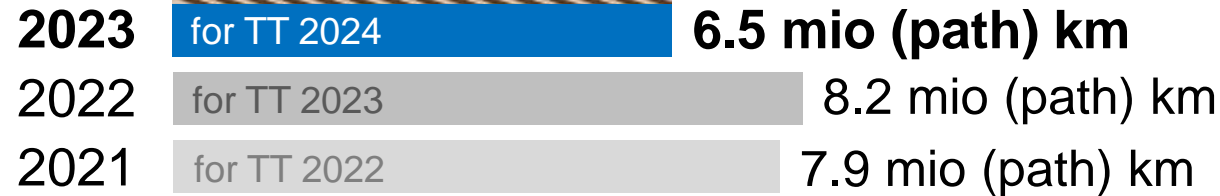




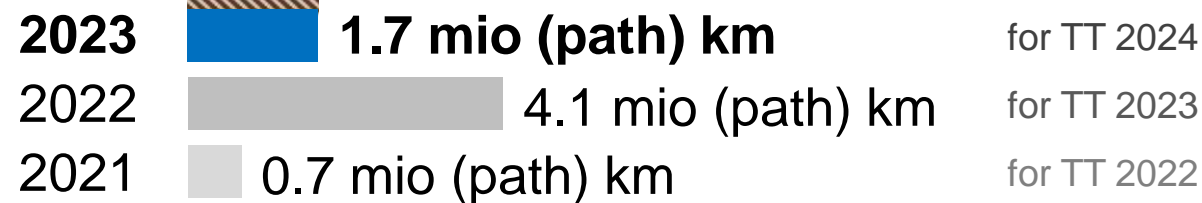
Commonly applicable RFC KPIs
RFC Rhine-Danube
December 2023 (updated figures March 2024)

CAPACITY MANAGEMENT

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



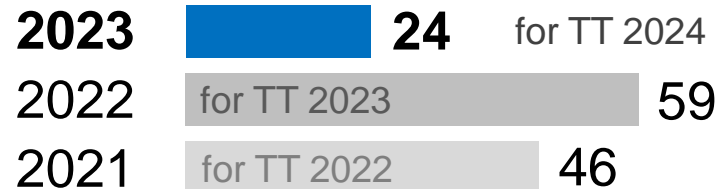
Volume of requested capacity – PaPs (at X-8)



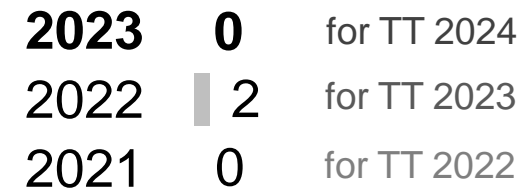
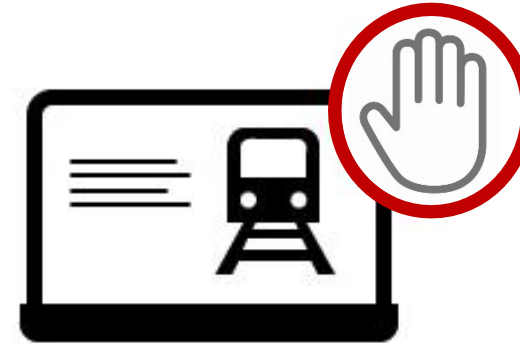
**The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

CAPACITY MANAGEMENT

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



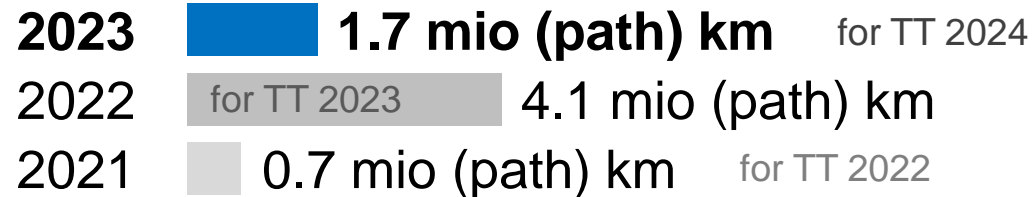
Number of conflicts – PaPs (at X-8)
(number of conflicting PCS dossiers)



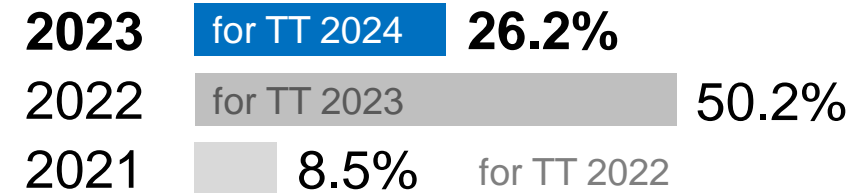
**The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

CAPACITY MANAGEMENT

Volume of pre-booked capacity – PaPs (at X-7.5)



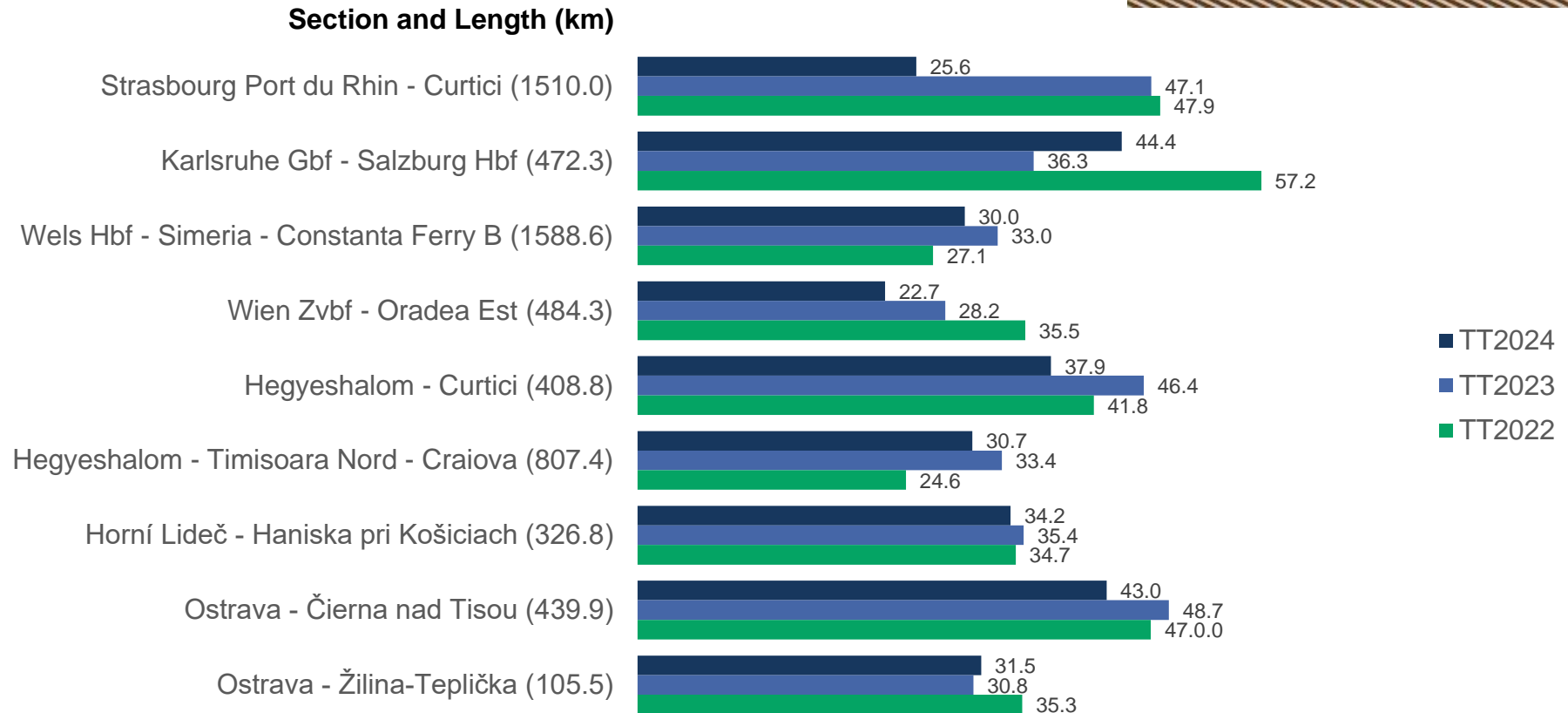
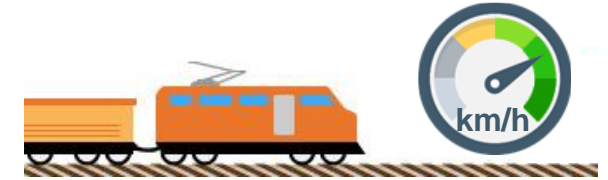
Ratio of pre-booked capacity (to the volume of capacity offered at x-11)



**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		2.6 mio (path) km
TT 2023		2.6 mio (path) km
TT 2022		2.6 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	0

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



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.*

OPERATIONS

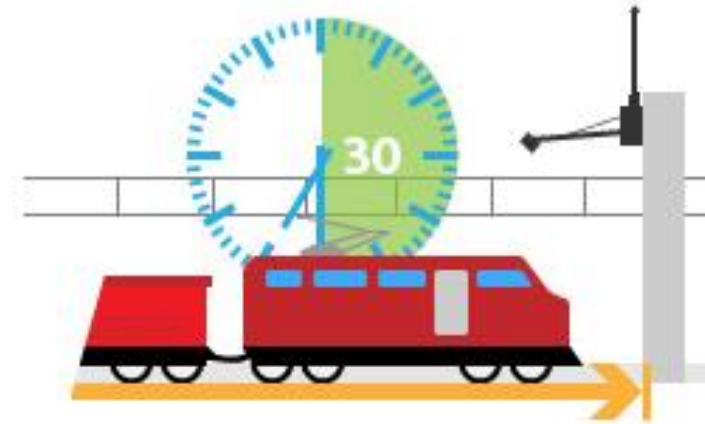
Punctuality at origin (RFC entry)



(delay \leq 30 minutes)

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

Punctuality at destination (RFC exit)

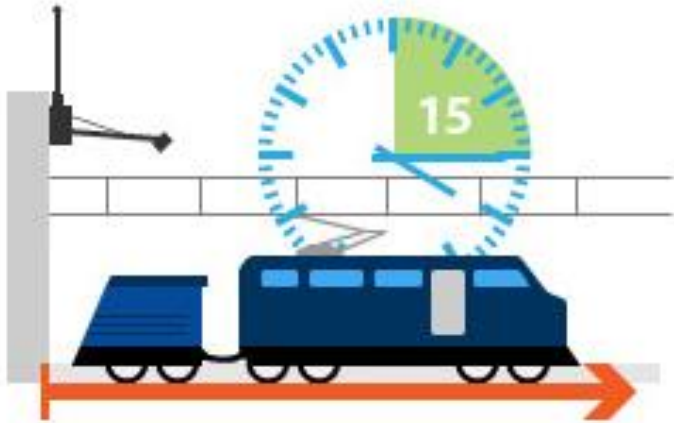


(delay \leq 30 minutes)

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

OPERATIONS

Punctuality at origin (RFC entry)

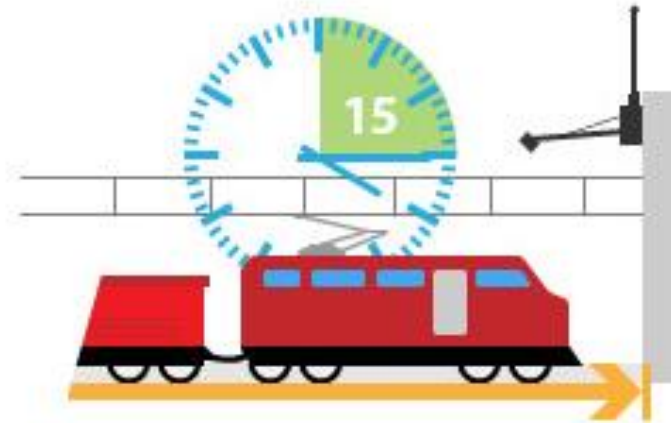


(delay \leq 15 minutes)

2022: 45.0%

2021: 49.0%

Punctuality at destination (RFC exit)



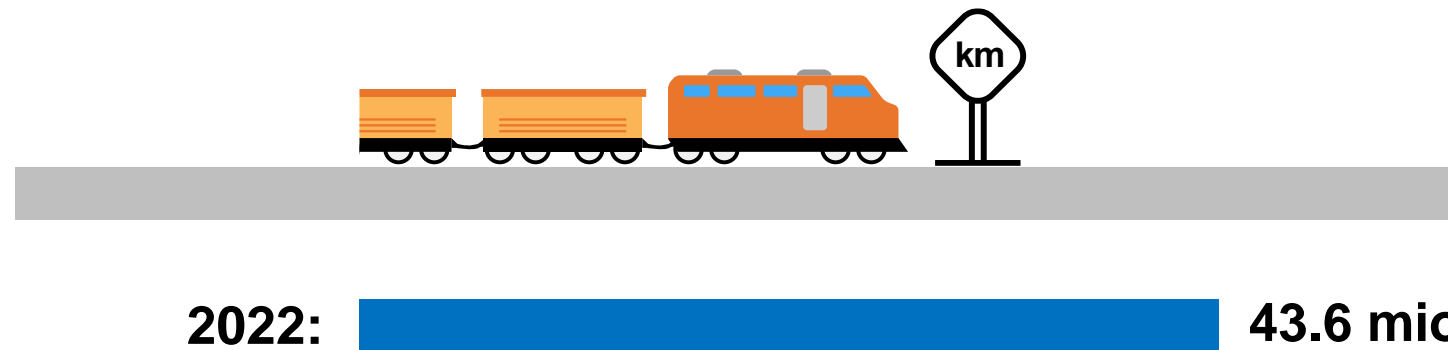
(delay \leq 15 minutes)

2022: 37.0%

2021: 42.0%

OPERATIONS

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

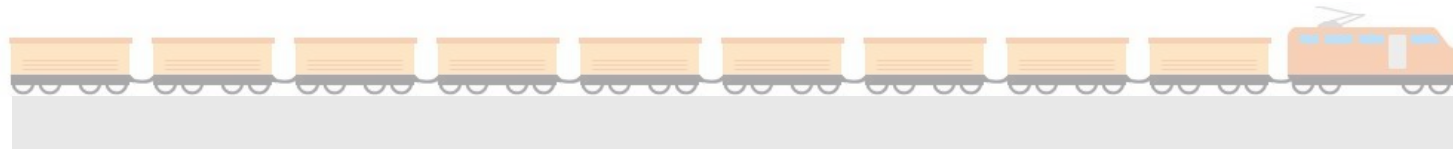


2022: 43.6 mio

*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.

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.

OPERATIONS

Average planned vs real dwell time per border in 2022 (per direction)

Border	Border direction	RFC direction	Avg. planned dwell (min.)	Avg. real dwell time
Baumgarten - Sopron	Direction 2	East-West	4	4
Baumgarten - Sopron	Direction 1	West-East	1	2
Curtici - Lökösháza	MÁV-CFR	East-West	149	274
Curtici - Lökösháza	CFR-MÁV	West-East	51	973
Episcopia Bihor - Biharkeresztes	MÁV-CFR	East-West	39	67
Episcopia Bihor - Biharkeresztes	CFR-MÁV	West-East	22	64
Freilassing - Salzburg Lieferung	Direction 2	East-West	11	23
Freilassing - Salzburg Lieferung	Direction 1	West-East	15	19
Furth im Wald - Česká Kubice	East - West	East-West	61	24
Furth im Wald - Česká Kubice	West - East	West-East	27	22
Horní Lideč - Lúky pod Makytou	ŽSR-SŽ	East-West	58	3
Horní Lideč - Lúky pod Makytou	SŽ-ŽSR	West-East	26	2
Kehl - Strasbourg-Neudorf	West-East	East-West	3	2
Kehl - Strasbourg-Neudorf	East-West	West-East	19	5
Kittsee - Bratislava-Petržalka	ŽSR - ÖBB	East-West	68	124
Kittsee - Bratislava-Petržalka	ÖBB - ŽSR	West-East	62	123
Mosty u Jablunkova - Čadca	ŽSR-SŽ	East-West	74	67
Mosty u Jablunkova - Čadca	SŽ-ŽSR	West-East	63	55
Nickelsdorf - Hegyeshalom	MÁV-ÖBB	East-West	44	95
Nickelsdorf - Hegyeshalom	ÖBB-MÁV	West-East	47	84
Passau HBF - Schärding	East - West	East-West	39	48
Passau HBF - Schärding	West - East	West-East	38	45
Rusovce - Rajka	GYSEV-ŽSR	East-West	129	66
Rusovce - Rajka	ŽSR-GYSEV	West-East	63	78
Schirnding - Cheb	East - West	East-West	263	142
Schirnding - Cheb	West - East	West-East	43	69

OPERATIONS

Dwell times in border sections (planned and actual) 2022

Border	Avg. planned dwell (min.)	Avg. real dwell (min.)
Baumgarten – Sopron	3	2
Curtici** - Lökösháza	92	973
Episcopia Bihor - Biharkeresztes	25	50
Freilassing - Salzburg Liefering	4	16
Furth im Wald - Česká Kubice	45	34
Horní Lideč - Lúky Pod Makytou	42	3
Kehl - Strasbourg-Neudorf	9	1

*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.

** This border section as a non-Schengen border has been particularly in the focus since the dwell time significantly decreased due to the migration crisis that started in 2017. A dedicated cross-border cooperation group comprising RUs, the two IMs, and the terminal was set up to tackle the problem. The group has done a deep investigation on the procedures of the border section and the circumstances of the traffic and it proposed improvement measures to make traffic flow more smoothly. As a result of the joint work, train crossing times at the border have improved, meaning a reduction of around 3 hours in the waiting time, which is still far from the desired 120-minute target.

The difference between the data in the TIS and the data in the national system is too significant for this border section, and the investigations of the group provided evidence for that this KPI should be published based on data from the national system.

OPERATIONS

Dwell times in border sections (planned and actual) 2022

Border	Avg. planned dwell (min.)	Avg. real dwell (min.)
Kittsee - Bratislava-Petržalka	65	103
Mosty u Jablunkova - Čadca	69	63
Nickelsdorf - Hegyeshalom	46	48
Passau HBF - Schärding	39	42
Rusovce - Rajka	102	75
Schirnding - Cheb	145	117

*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.

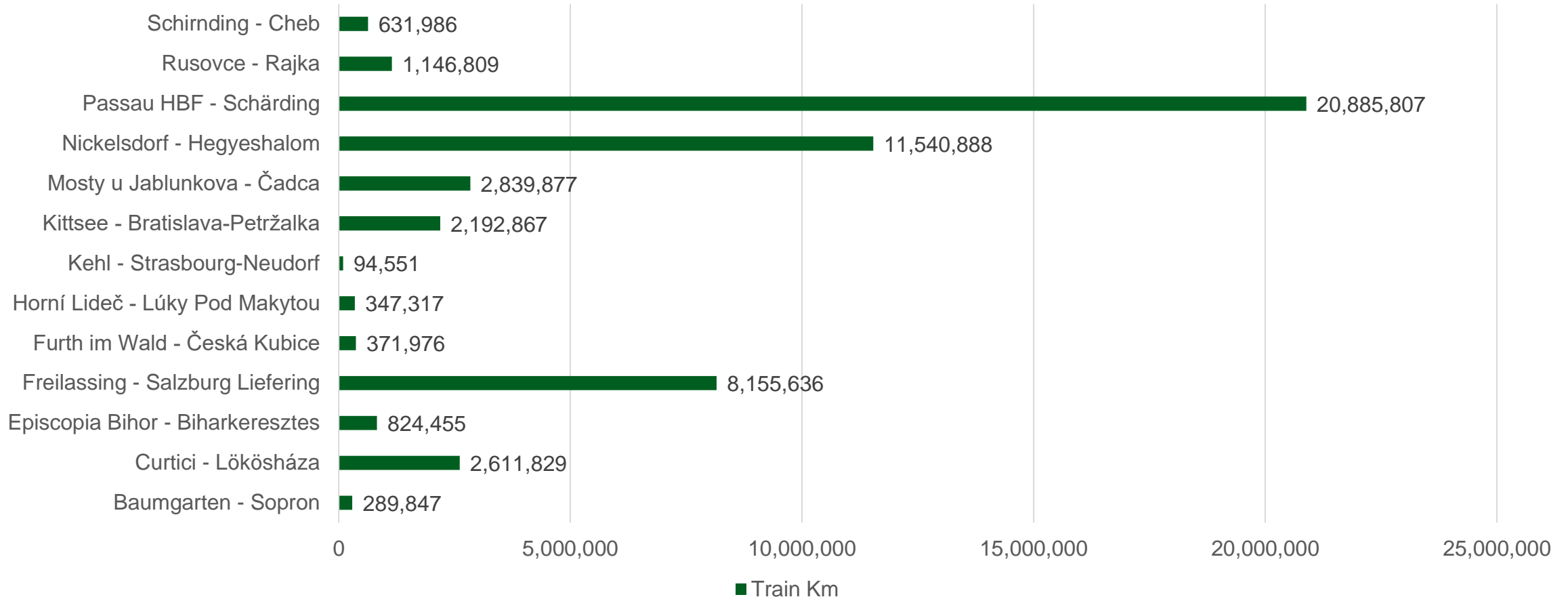
MARKET DEVELOPMENT

Train Kilometers of trains per border in 2022 (per direction)

Border	Border direction	RFC direction	Kilometers
Baumgarten - Sopron	Direction 2	East-West	198 369
Baumgarten - Sopron	Direction 1	West-East	91 478
Curtici - Lökösháza	MÁV-CFR	East-West	1 218 203
Curtici - Lökösháza	CFR-MÁV	West-East	1 393 626
Episcopia Bihor - Biharkeresztes	MÁV-CFR	East-West	172 564
Episcopia Bihor - Biharkeresztes	CFR-MÁV	West-East	651 891
Freilassing - Salzburg Lieferung	Direction 2	East-West	4 421 597
Freilassing - Salzburg Lieferung	Direction 1	West-East	3 734 039
Furth im Wald - Česká Kubice	East - West	East-West	11 117
Furth im Wald - Česká Kubice	West - East	West-East	13 542
Horní Lideč - Lúky pod Makytou	ŽSR-SŽ	East-West	171 069
Horní Lideč - Lúky pod Makytou	SŽ-ŽSR	West-East	176 248
Kehl - Strasbourg-Neudorf	West-East	East-West	54 231
Kehl - Strasbourg-Neudorf	East-West	West-East	40 320
Kittsee - Bratislava-Petržalka	ŽSR - ÖBB	East-West	1 242 052
Kittsee - Bratislava-Petržalka	ÖBB - ŽSR	West-East	950 815
Mosty u Jablunkova - Čadca	ŽSR-SŽ	East-West	1 565 048
Mosty u Jablunkova - Čadca	SŽ-ŽSR	West-East	1 274 829
Nickelsdorf - Hegyeshalom	MÁV-ÖBB	East-West	5 717 213
Nickelsdorf - Hegyeshalom	ÖBB-MÁV	West-East	5 823 675
Passau HBF - Schärding	East - West	East-West	11 168 103
Passau HBF - Schärding	West - East	West-East	9 717 704
Rusovce - Rajka	GYSEV-ŽSR	East-West	712 769
Rusovce - Rajka	ŽSR-GYSEV	West-East	434 040
Schirnding - Cheb	East - West	East-West	307 357
Schirnding - Cheb	West - East	West-East	324 629

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 FR - DE:	N/A	2,278	1,951
Total DE - CZ:	N/A	2,375	3,053
Total CZ - SK:	13,409	14,465	14,270
Total DE - AT:	N/A	41,158	52,276

-14.4% Total FR - DE

Total DE - CZ +28.5%

-1.3%

Total CZ - SK

Total DE - AT

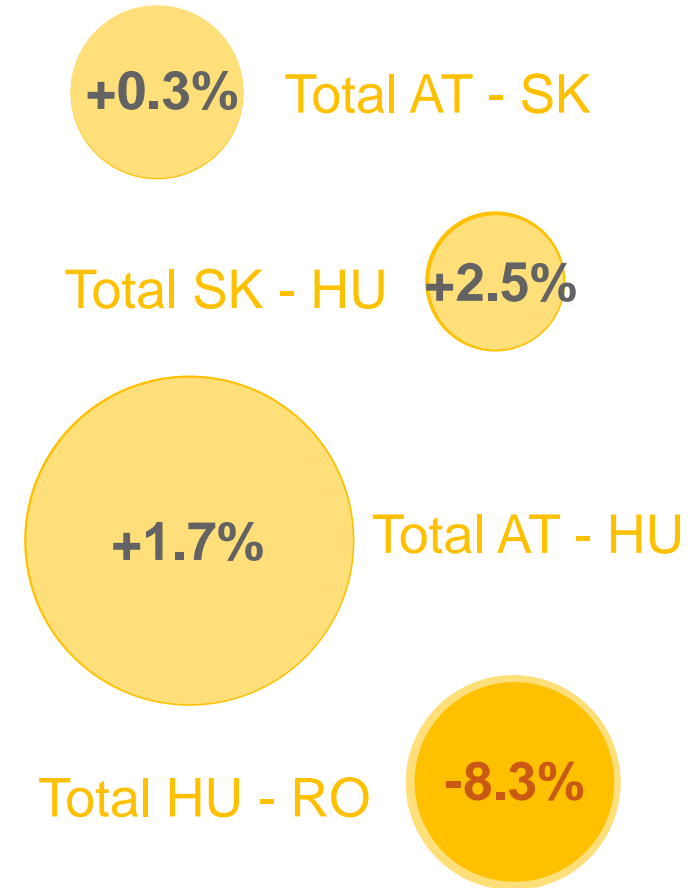
+27.0%

*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:	N/A	8,582	8,604
Total SK - HU:	N/A	5,295	5,426
Total AT - HU:	N/A	20,289	20,634
Total HU - RO:	N/A	11,893	10,904



*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
EU00016	France	Germany	Strasbourg	Kehl	N/A	0.0%	0.0%
EU00033	Germany	Austria	Freilassing	Salzburg	N/A	0.0%	3.4%
EU00035	Germany	Austria	Passau	Wernstein	N/A	5.7%	4.8%
EU00037	Germany	Czechia	Schirnding	Cheb	N/A	0.0%	0.0%
EU00038	Germany	Czechia	Furth im Wald	Česká Kubice	N/A	0.0%	0.0%
EU00076	Czechia	Slovakia	Horní Lideč	Lúky pod Makytou	16.8%	49.5%	13.1%
EU00082	Czechia	Slovakia	Mosty u Jablunkova	Čadca	73.2%	18.6%	42.2%
EU00103	Austria	Hungary	Baumgarten	Sopron	N/A	0.0%	0.0%
EU00105	Austria	Hungary	Nickelsdorf	Hegyeshalom	N/A	6.6%	8.9%
EU00109	Austria	Slovakia	Kittsee	Bratislava-Petržalka	N/A	1.3%	4.9%
EU00172	Slovakia	Hungary	Rusovce	Rajka	N/A	0.0%	3.7%
EU00194	Hungary	Romania	Biharkeresztes	Oradea	N/A	30.0%	58.7%
EU00196	Hungary	Romania	Lőkősháza	Curtici	N/A	86.6%	59.5%

*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

- » 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'](#).