

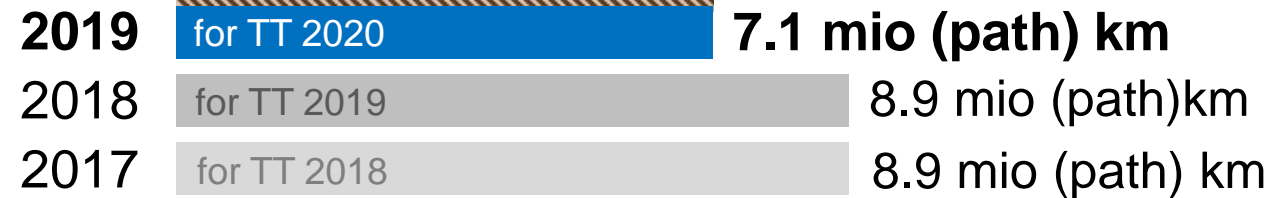
Commonly applicable RFC KPIs

RFC Baltic-Adriatic

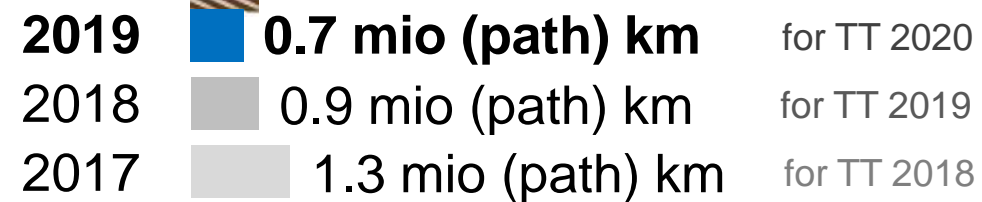


CAPACITY MANAGEMENT

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






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



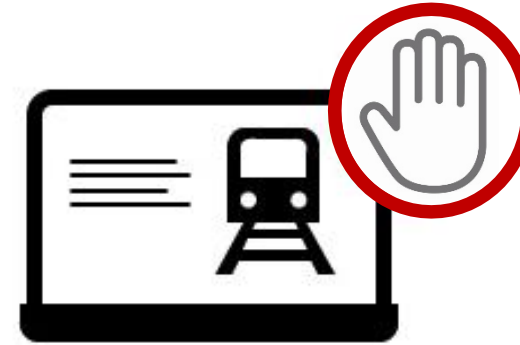
CAPACITY MANAGEMENT




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



| | | | |
|-------------|------------------------------------------------------------------------------------|-----------|-------------|
| 2019 |  | 19 | for TT 2020 |
| 2018 |  | 15 | for TT 2019 |
| 2017 |  | 16 | for TT 2018 |

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



| | | | |
|-------------|--------------------------------------------------------------------------------------|----------|-------------|
| 2019 |  | 0 | for TT 2020 |
| 2018 |  | 2 | for TT 2019 |
| 2017 |  | 0 | for TT 2018 |

CAPACITY MANAGEMENT

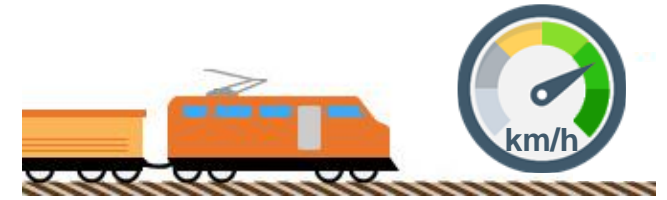
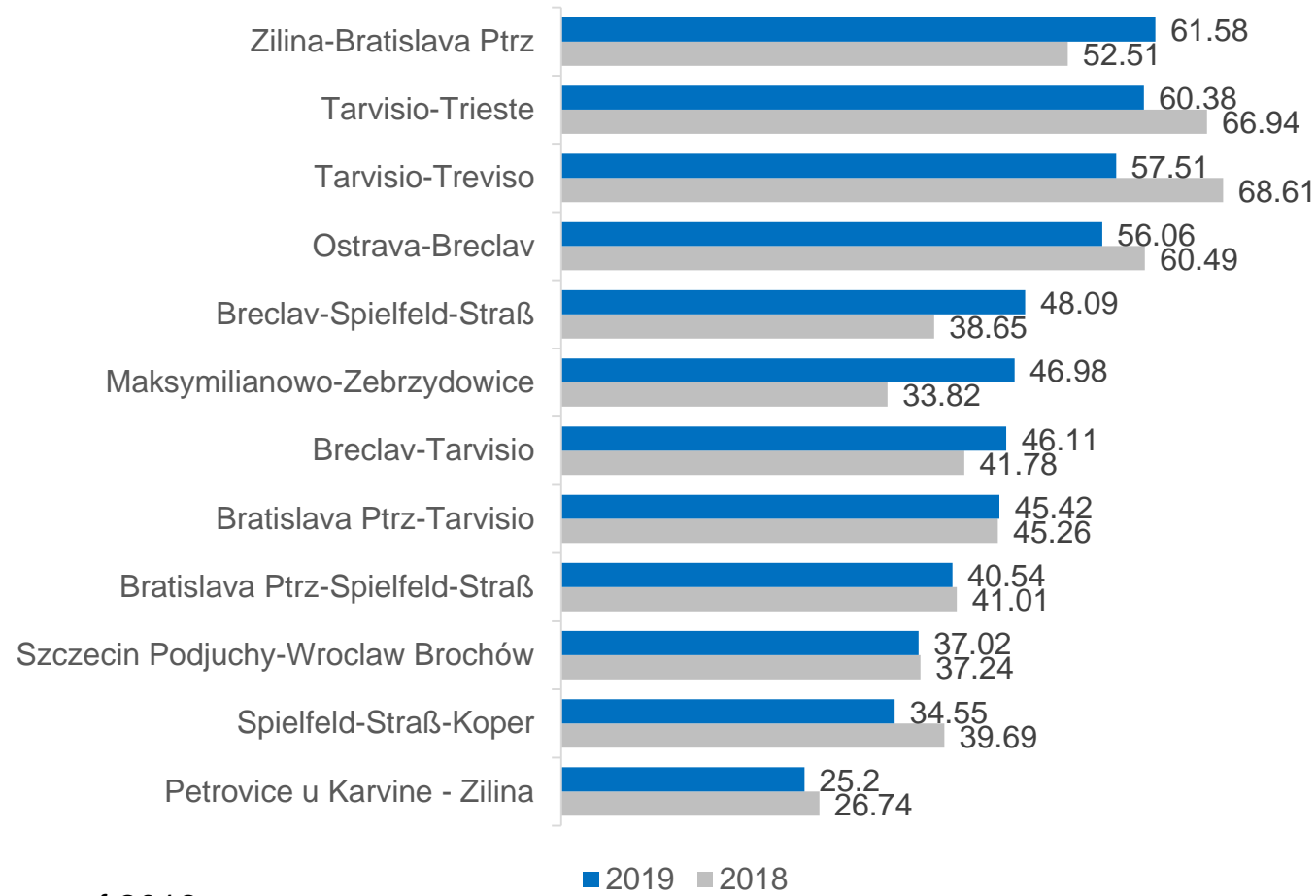
Volume of pre-booked capacity – PaPs (at X-7.5)



| | | |
|-------------|--------------------------|-------------|
| 2019 | 0.7 mio (path) km | for TT 2020 |
| 2018 | 0.8 mio (path) km | for TT 2019 |
| 2017 | 1.3 mio (path) km | for TT 2018 |

CAPACITY MANAGEMENT

Commercial speed of PaPs*



*Applicable as of 2018

CAPACITY MANAGEMENT

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



| | | |
|-------------|-------------|--------------------------|
| 2018 | for TT 2019 | 3.6 mio (path) km |
| 2017 | for TT 2018 | 3.5 mio (path) km |
| 2016 | for TT 2017 | 3.9 mio (path) km |

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



| | | |
|-------------|--------------------|-------------|
| 2018 | 0 (path) km | for TT 2019 |
| 2017 | 0 (path) km | for TT 2018 |
| 2016 | 0 (path) km | for TT 2017 |

CAPACITY MANAGEMENT

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



| | | |
|-------------|----------|-------------|
| 2018 | 2 | for TT 2019 |
| 2017 | 0 | for TT 2018 |
| 2016 | 0 | for TT 2017 |

OPERATIONS

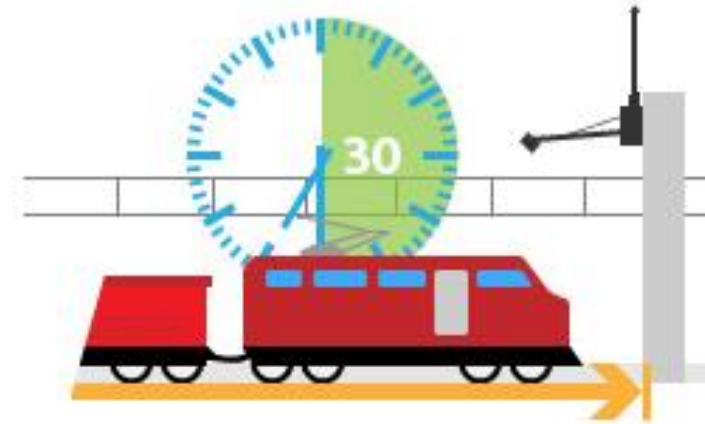
Punctuality at origin (RFC entry)



(delay \leq 30 minutes)

2018:  **44.0%**
2017:  **50.0%**

Punctuality at destination (RFC exit)



(delay \leq 30 minutes)

2018:  **31.0%**
2017:  **35.0%**

Relation between the capacity allocated by the C-OSS and the total allocated capacity*

2018

| | |
|------------------------------------|-----|
| Petrovice u Karviné - Zebrzydowice | 6% |
| Bohumín Vrbice - Chałupki | 4% |
| Lichkov - Międzylesie | 0% |
| Čadca - Mosty u Jabl. | 4% |
| Bratislava Petržalka - Kittsee | 0% |
| Devínska Nová Ves - Marchegg | 0% |
| Břeclav - Bernhardsthal Fbf | 3% |
| Thörl Maglern - Tarvisio B. | 1% |
| Maribor - Spielfeld Straß | 14% |
| Sezana - Villa Opicina | 0% |

*Applicable as of 2018

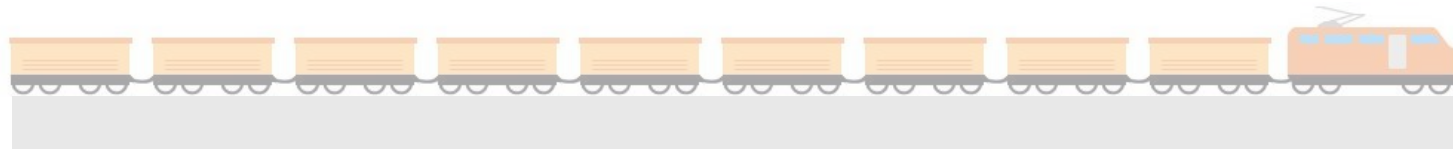
Traffic volume*

not published

*number of freight trains crossing defined pairs of border points

OPERATIONS

Number of train runs*



for RFC internal use only

*Total number of train runs having a running advice on selected pairs of border points.

Disclaimer

- » Please refer to the annual reports of the RFC 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'](#).