

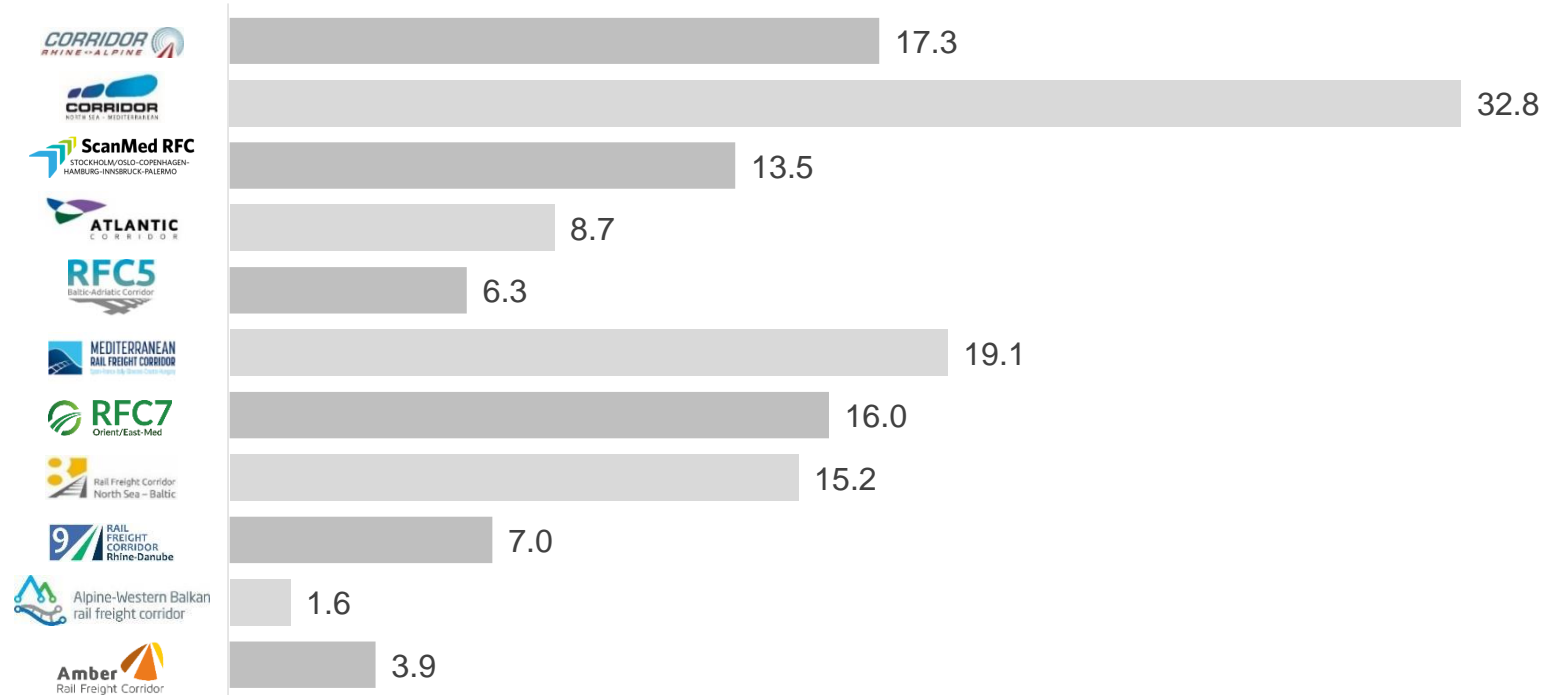


# Commonly applicable RFC KPIs

TT2024 / TT2025

# CAPACITY MANAGEMENT

## Volume of offered capacity – PaPs (at X-11) (millions of path kilometers)



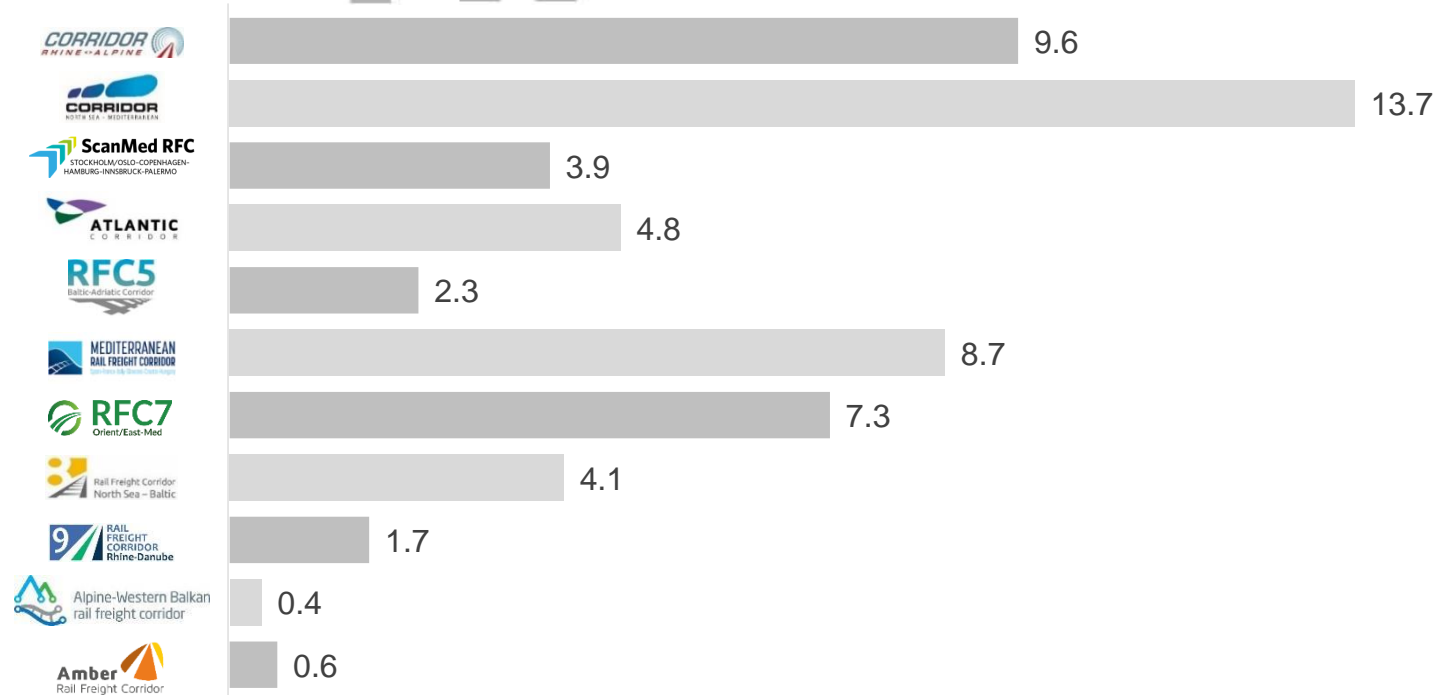
For TT 2025

*\*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 requested capacity – PaPs (at X-8)

(millions of path kilometers)

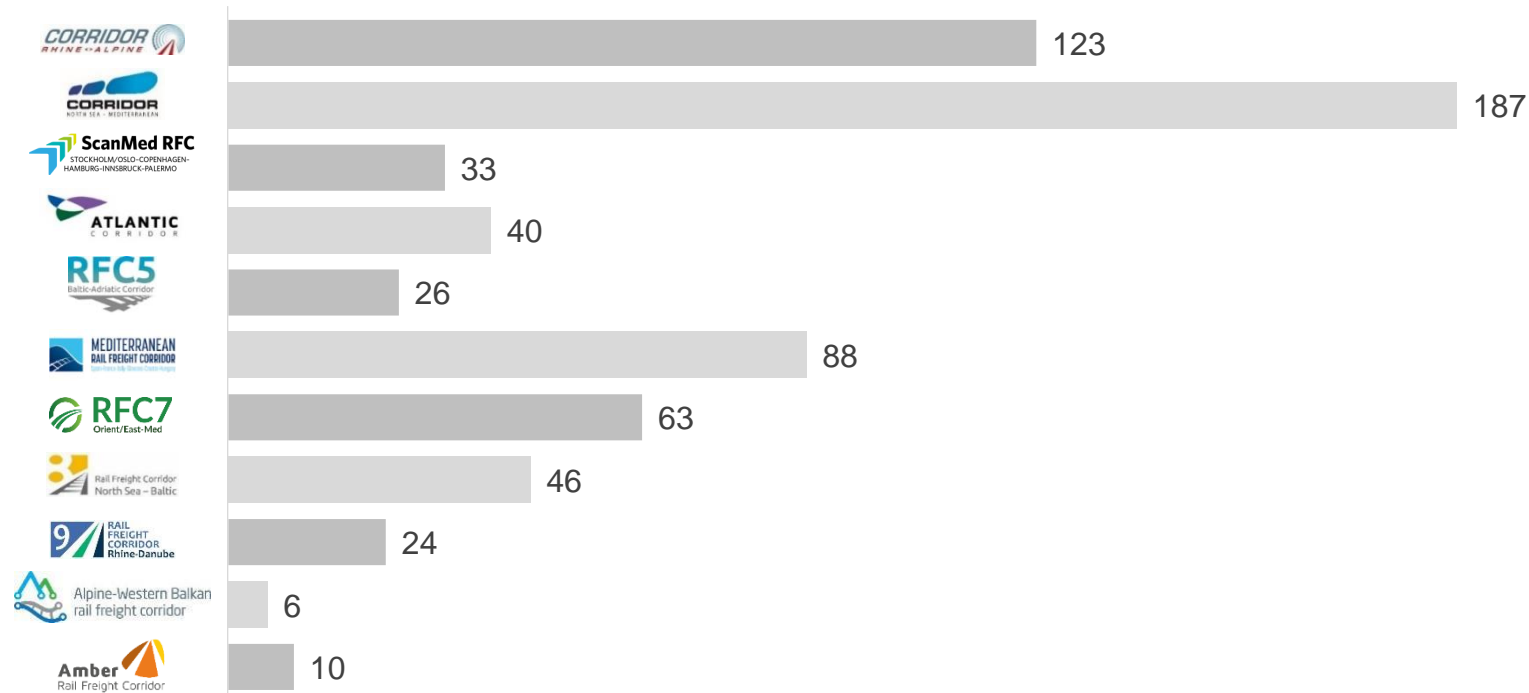


For TT 2024

*\*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

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

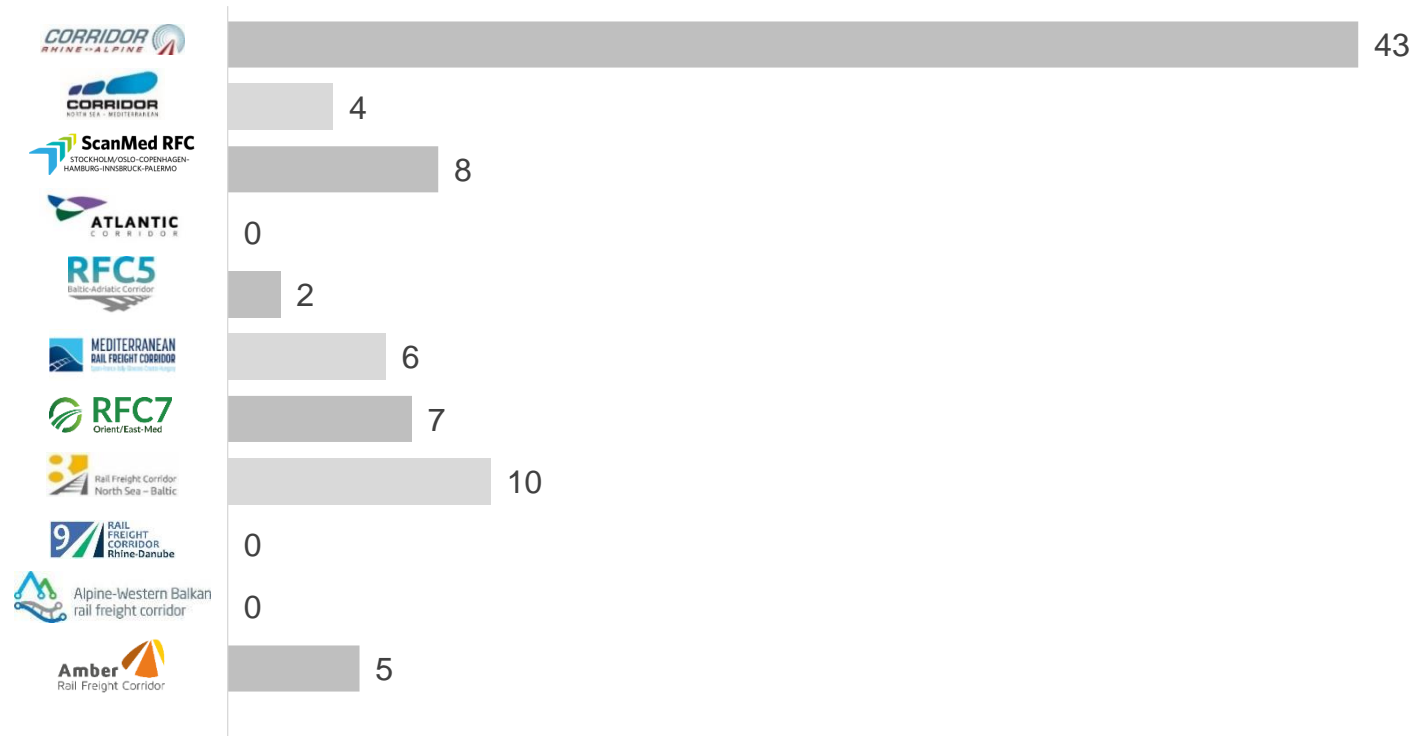


For TT 2024

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# CAPACITY MANAGEMENT

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

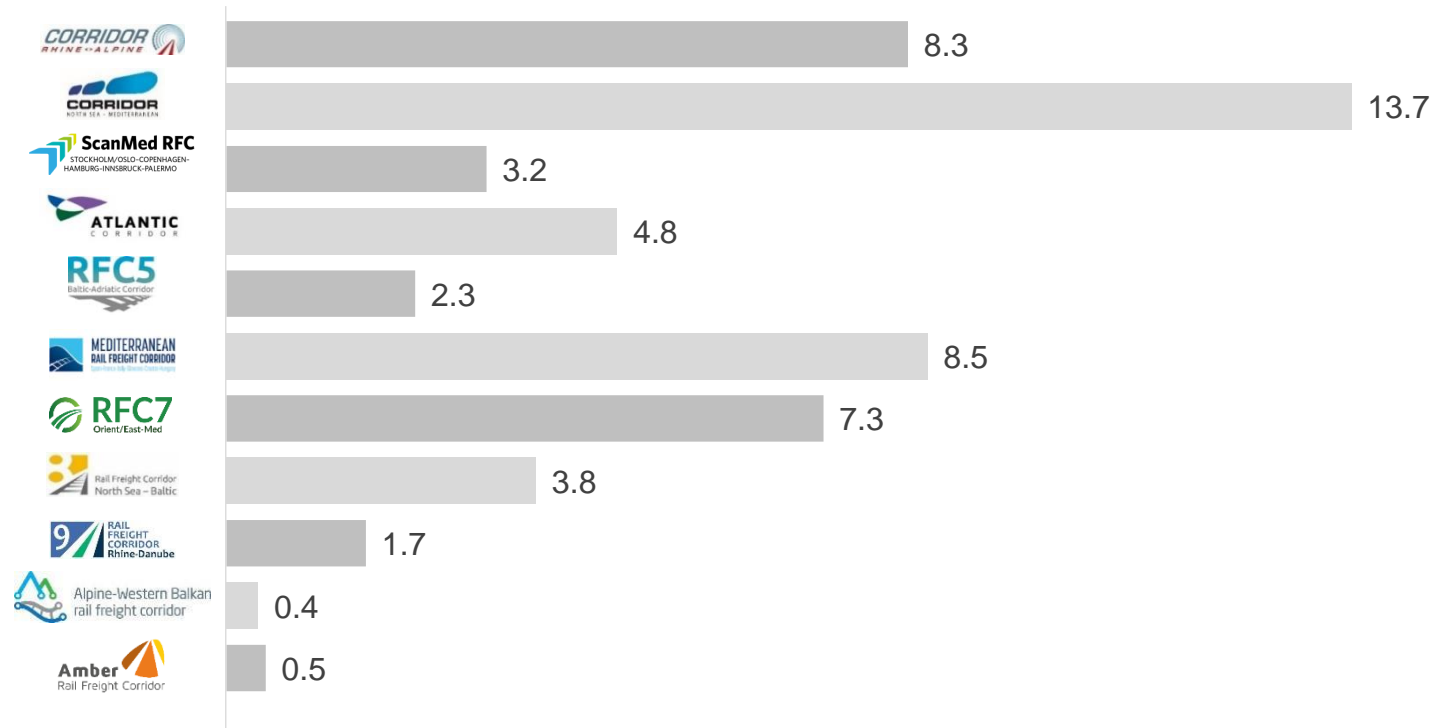


For TT 2024

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# CAPACITY MANAGEMENT

## Volume of pre-booked capacity – PaPs (at X-7.5) (millions of path kilometers)

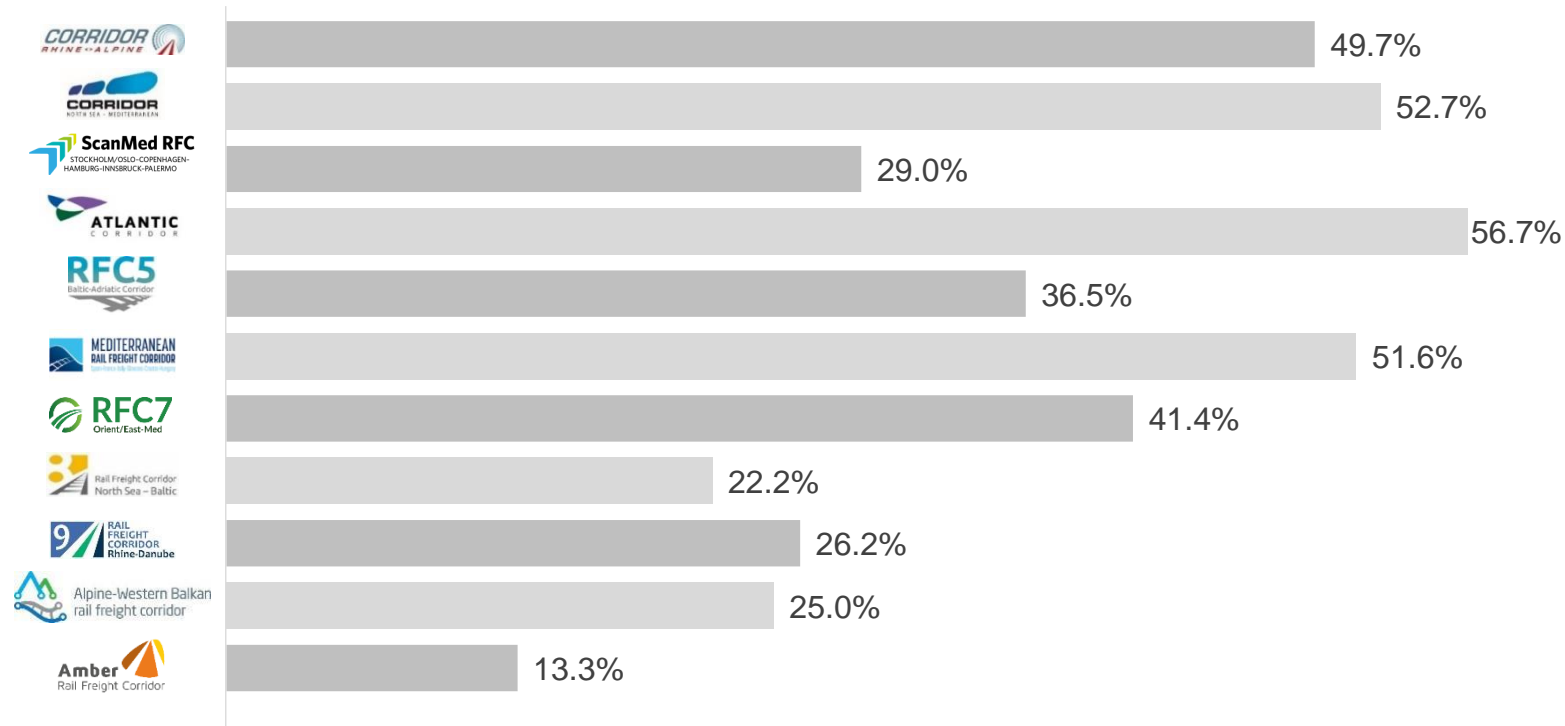


For TT 2024

*\*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

## Ratio of pre-booked capacity – PaPs (at X-7.5) (to the volume of capacity offered at x-11)



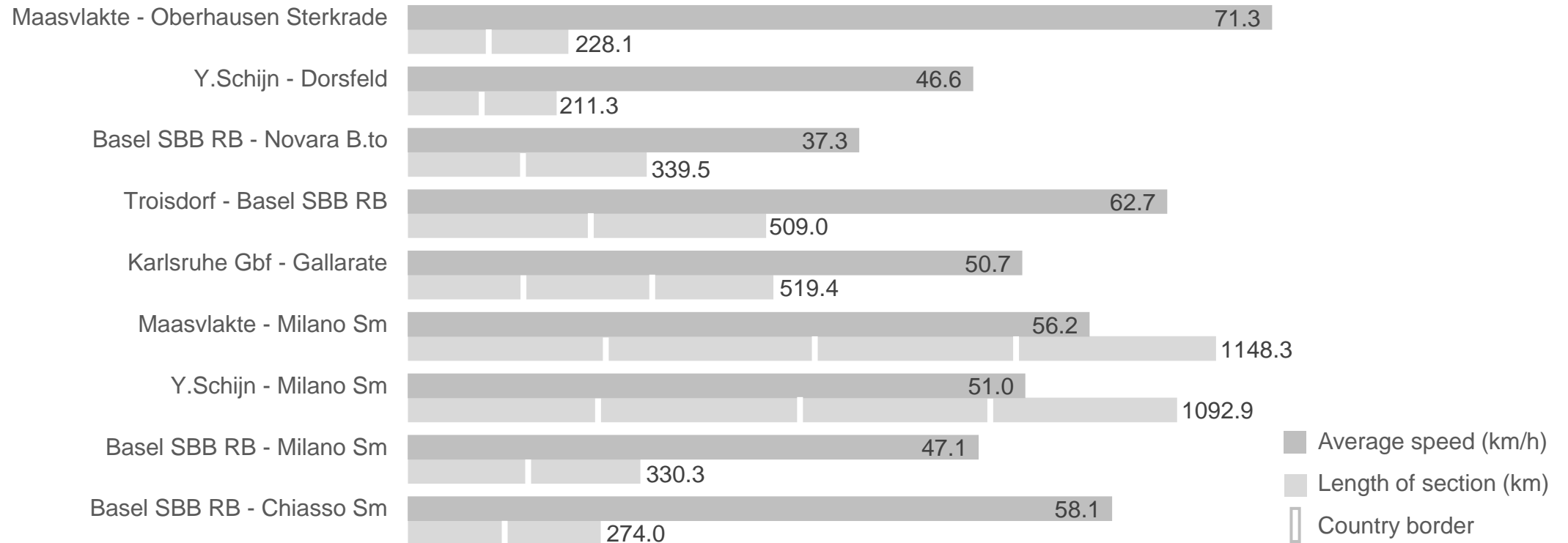
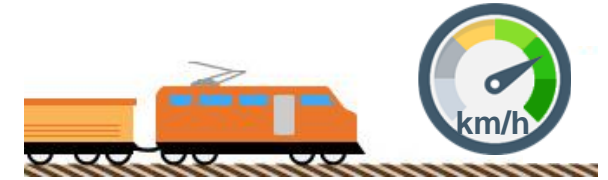
*\*The figures refer to the capacity which the C-OSS of the RFC concerned publishes and pre-allocates. These might therefore not reflect the total amount of offered and pre-allocated PaPs along the RFC.*

For TT 2024

# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)



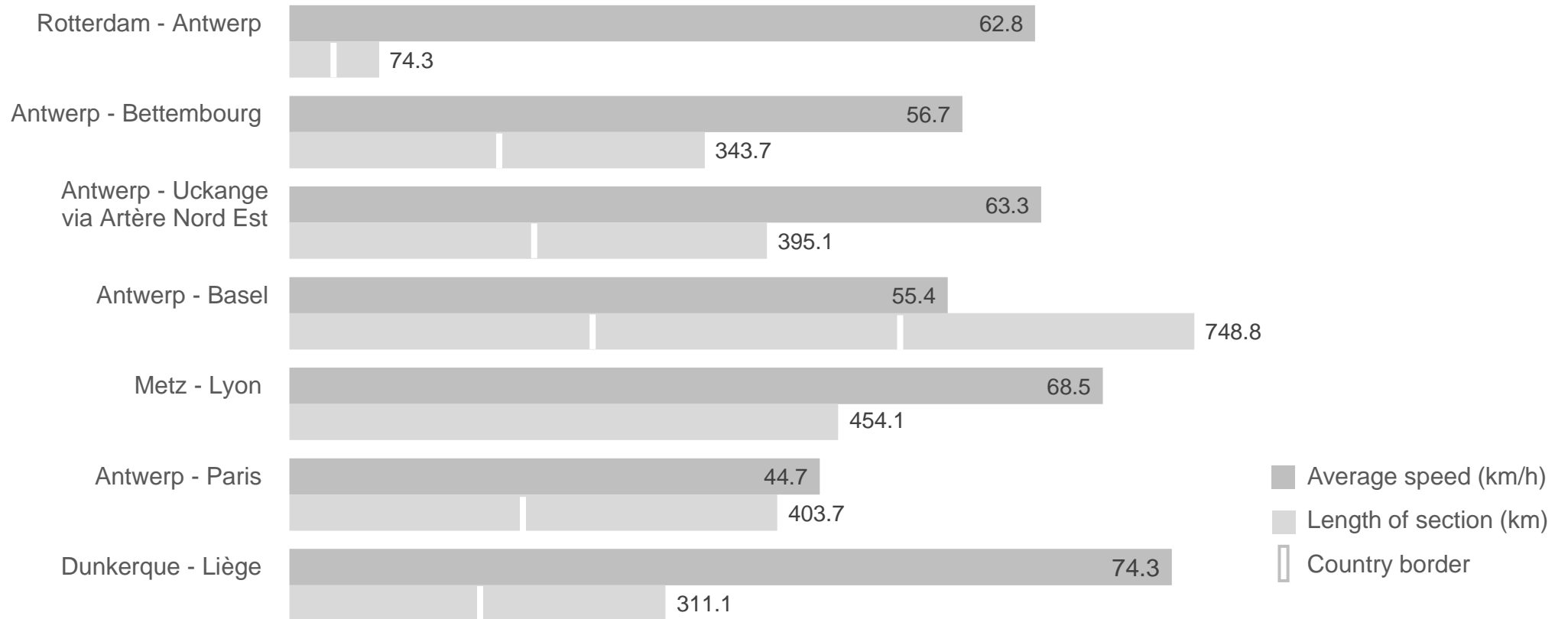
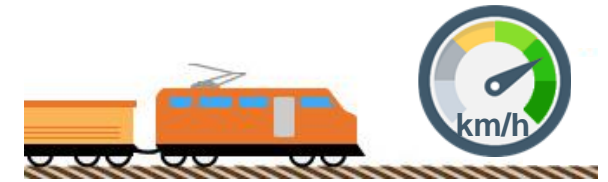
*\*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.*



# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

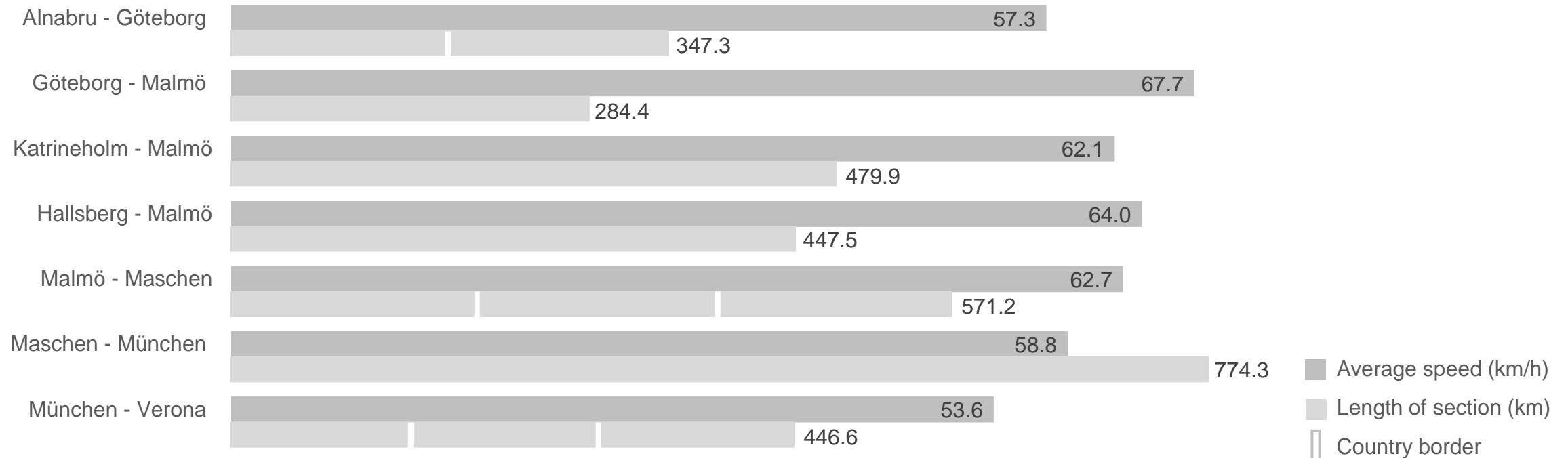
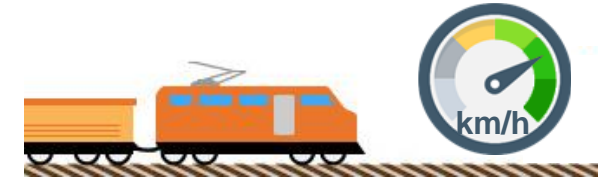


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## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

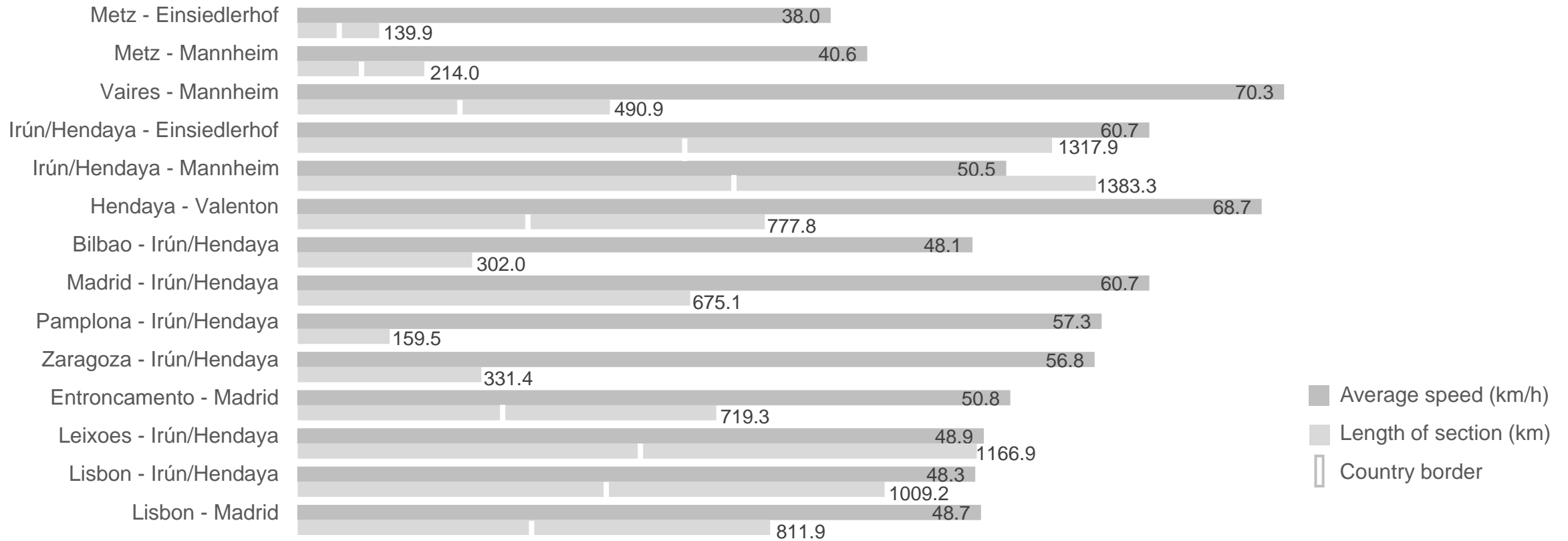
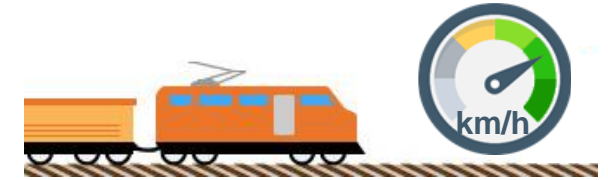


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## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

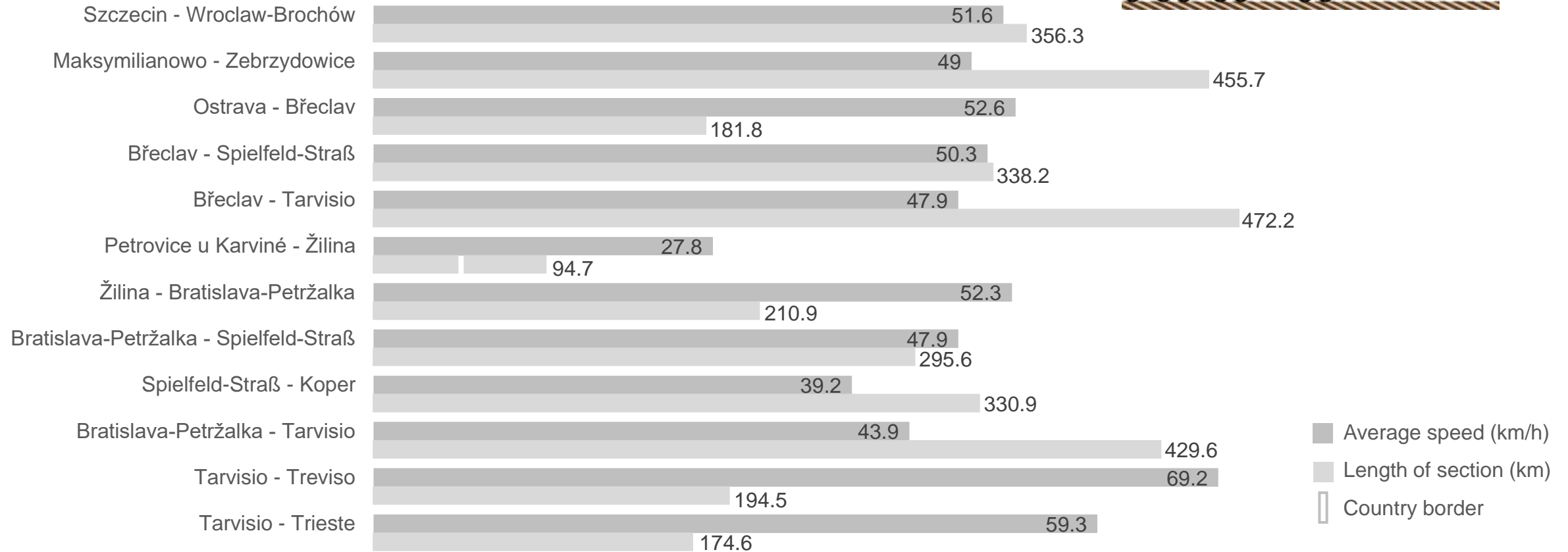
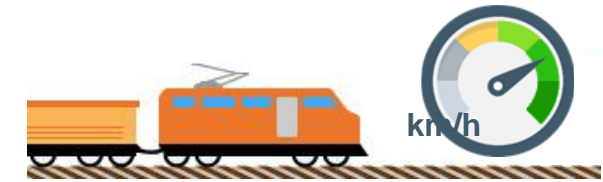


\*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.

# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

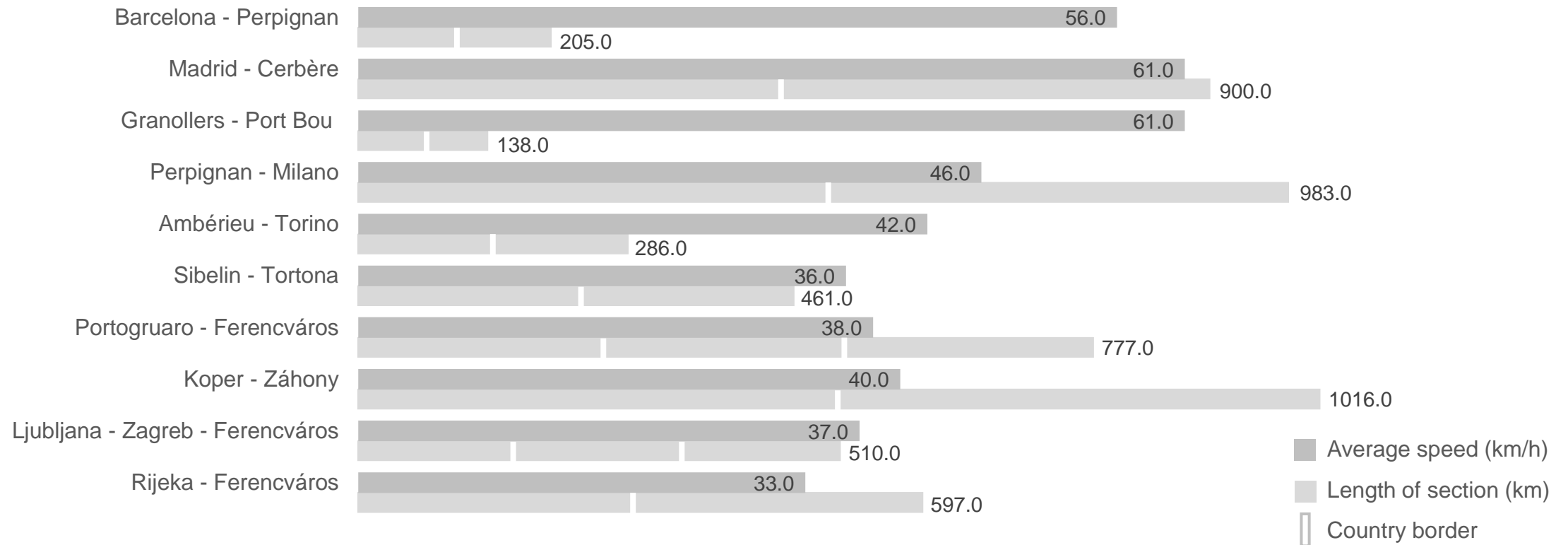
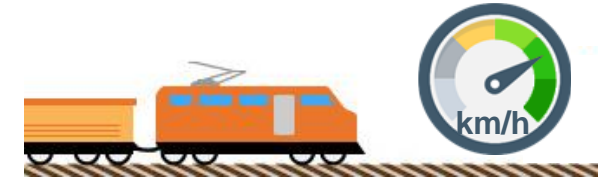


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# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

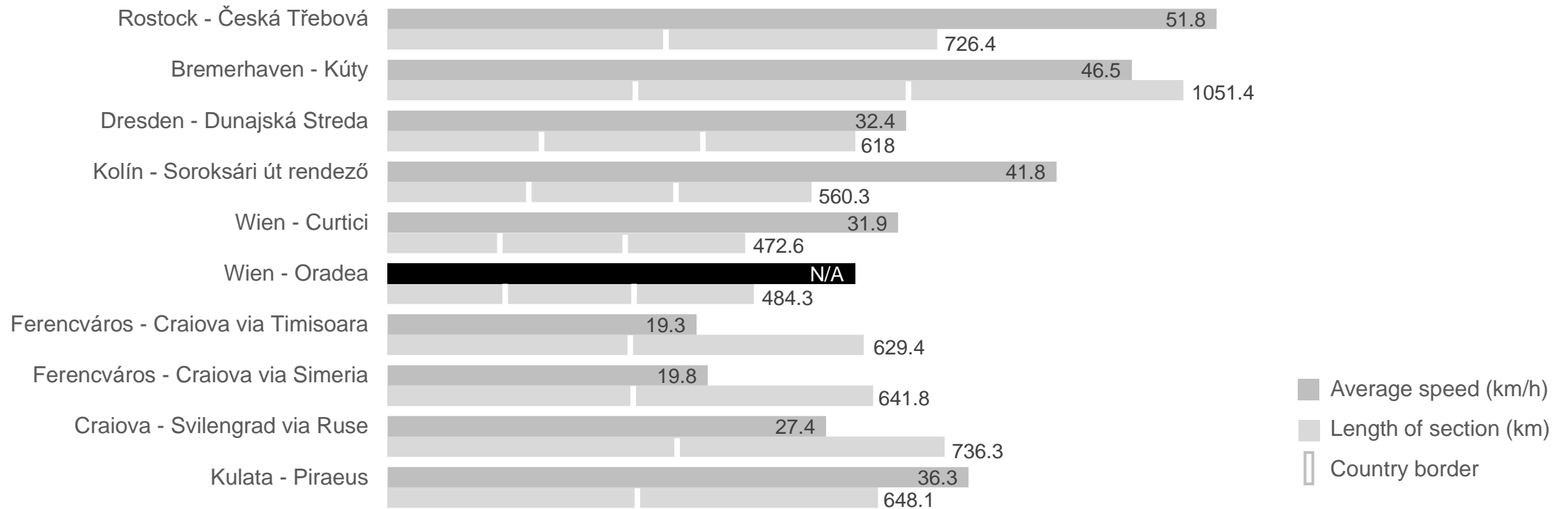
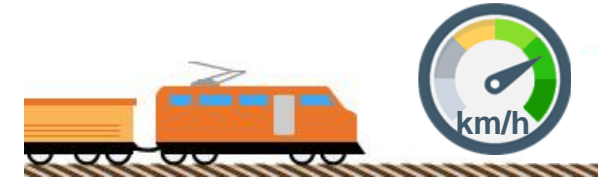


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# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

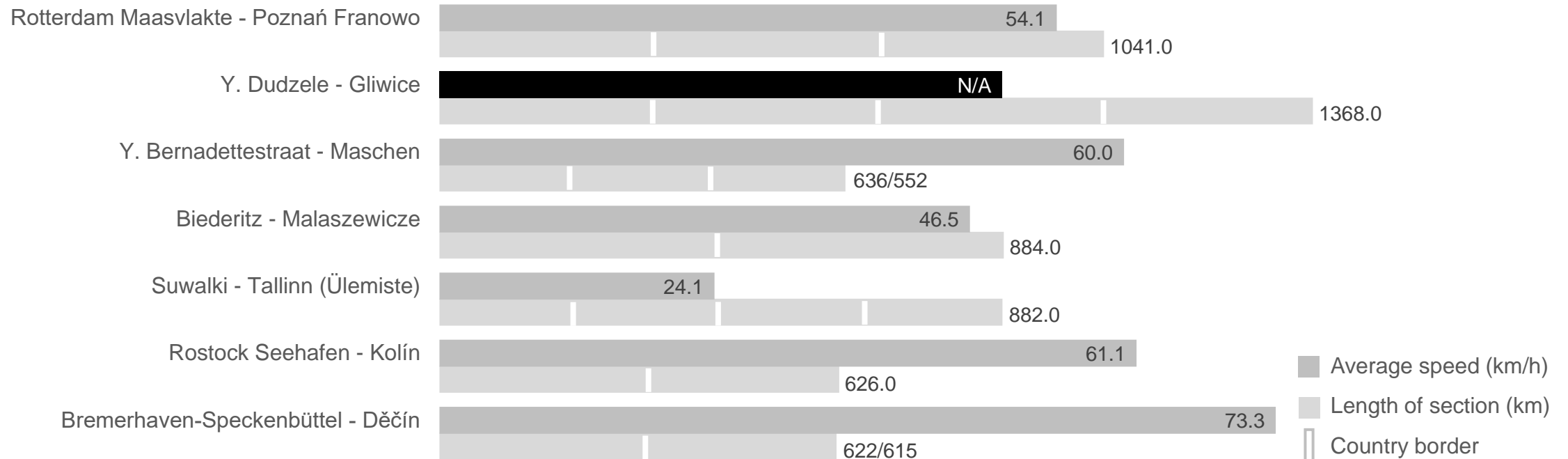
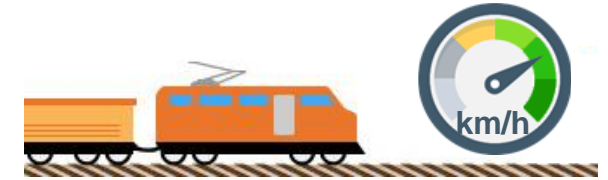


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# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)



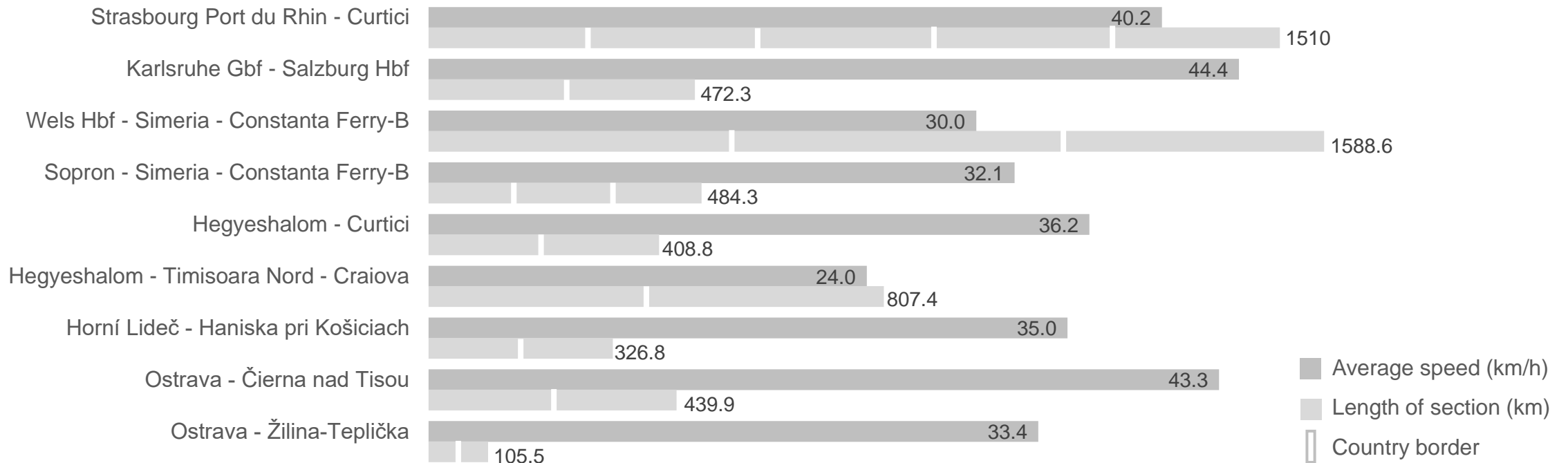
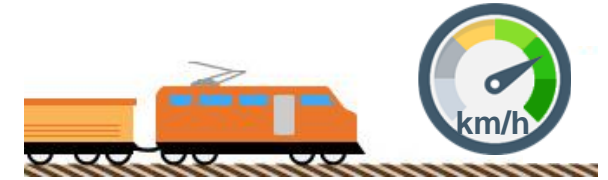
*\*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.*

*\* Suwalki – Tallinn (Ülemiste) include the reloading time (~ 6 hours) in Palemonas*

# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)



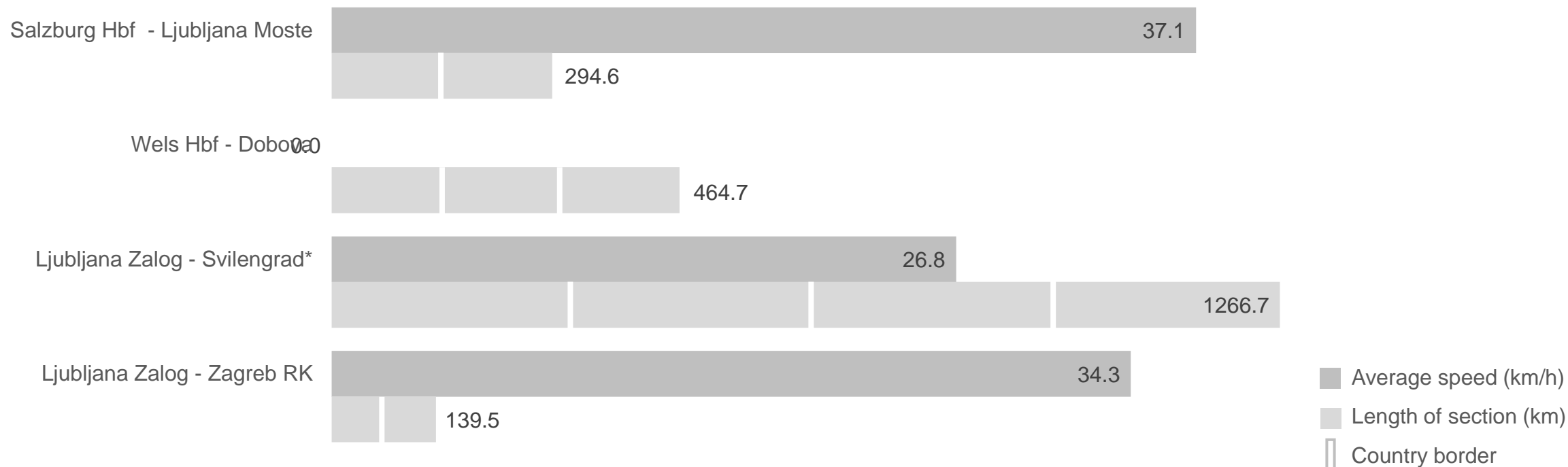
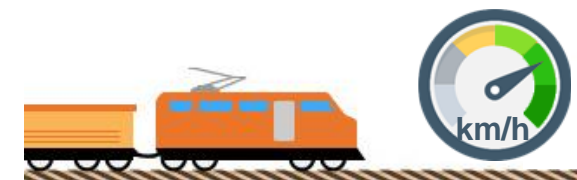
*\*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.*



# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

(calculation per O/D pairs)

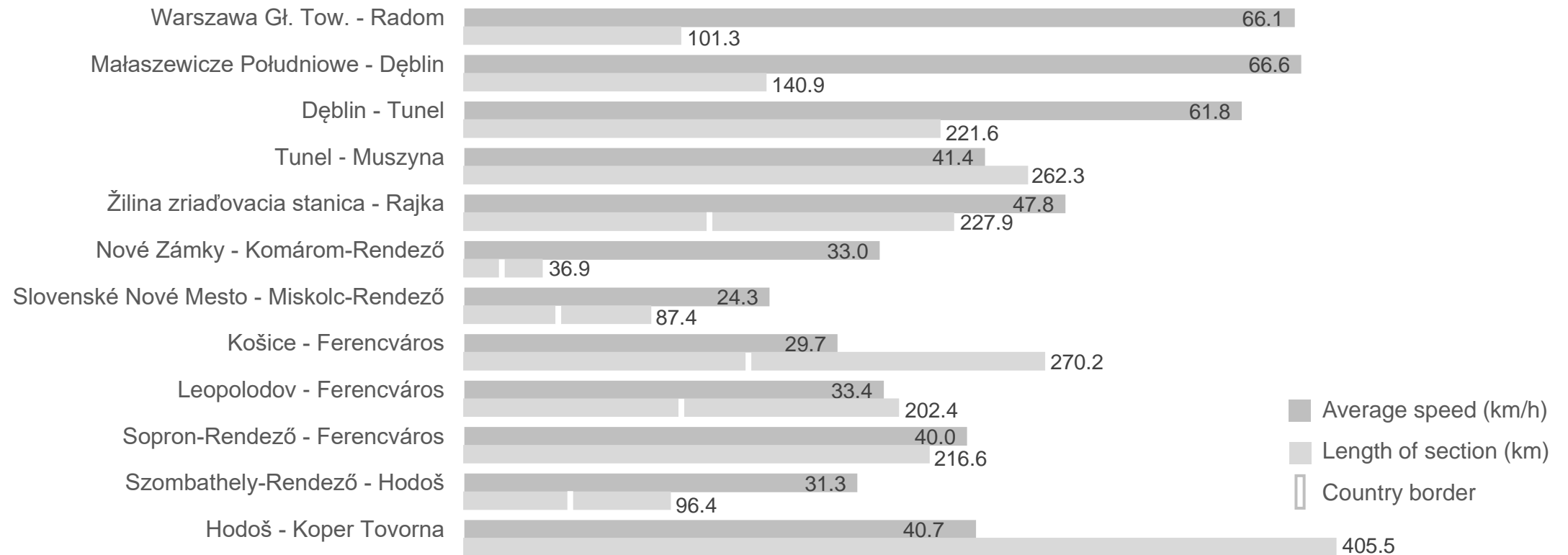
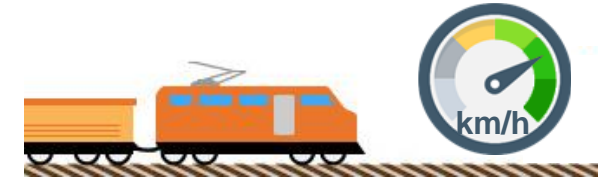


*\*This KPI should be perceived as qualitative as journey times might include commercial and operational stops.  
 \*PaP Ljubljana Zalog - Svilengrad\* - does not exist as such in TT2025. It is average speed of 2 PaPs: Ljubljana Zalog - Beograd Ranžirna & Beograd Ranžirna - Svilengrad. The timetable of these PaPs is harmonized.*

# CAPACITY MANAGEMENT

## Average planned speed of PaPs for TT 2025

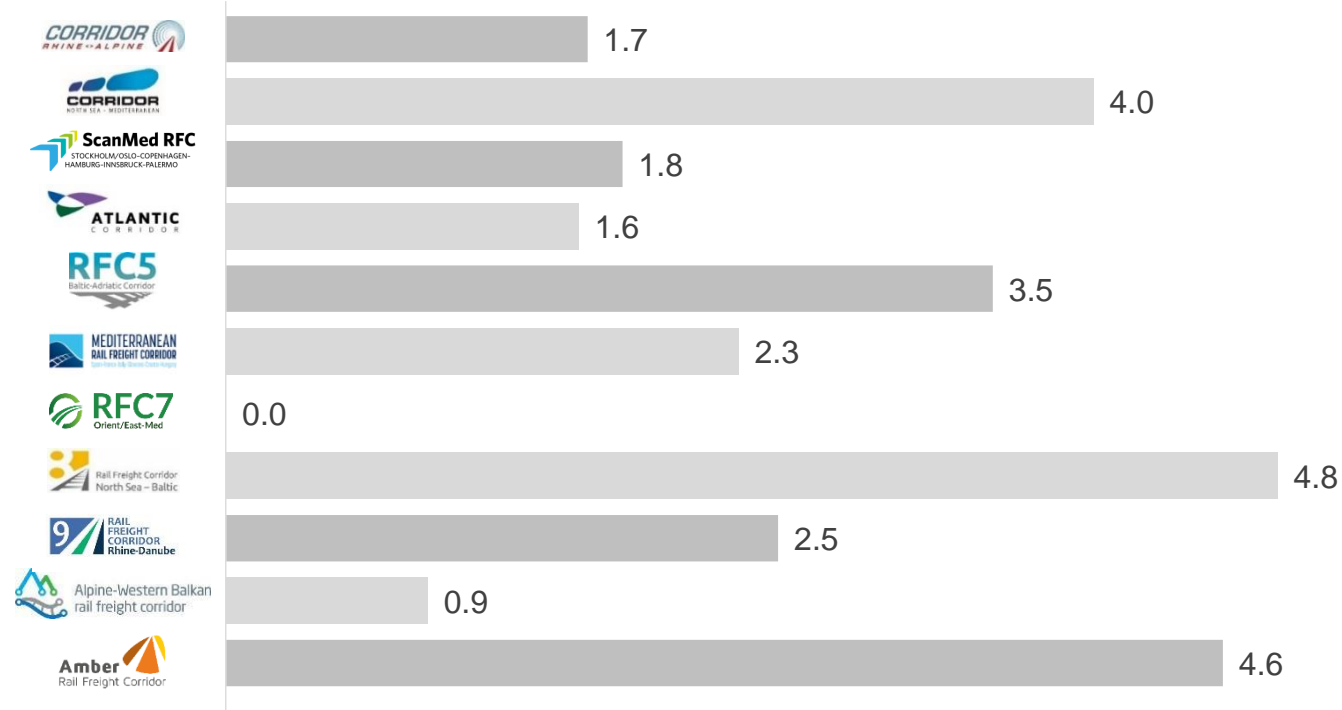
(calculation per O/D pairs)



*\*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) (millions of path kilometers)



*\*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.*

For TT 2024

**TT2023:**  
**Number of requests –**  
**Reserve Capacity (at X+12)**

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

# CAPACITY MANAGEMENT

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

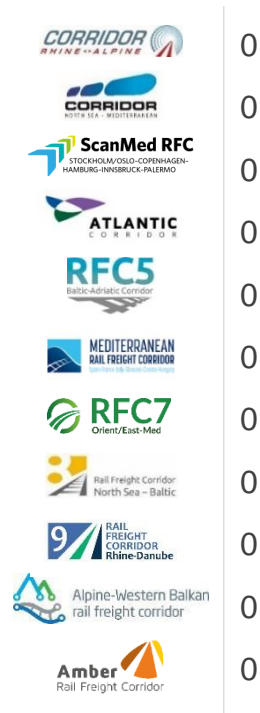


For TT 2023

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# CAPACITY MANAGEMENT

## Volume of requested capacity – Reserve Capacity (at X+12) (millions of path kilometers)



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.*

# 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](#)'.