



RFC North Sea – Baltic Performance Monitoring Report 2024





Introduction

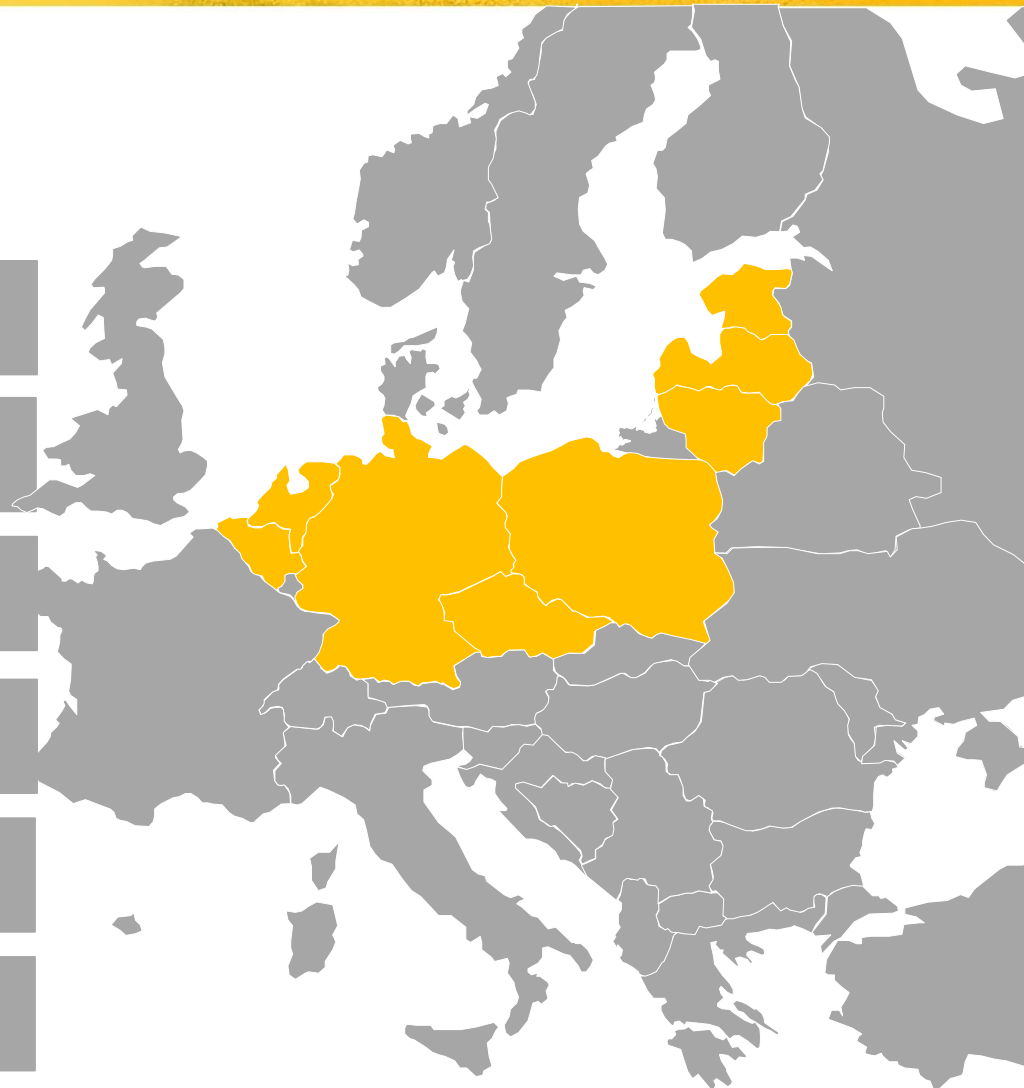
Performance Indicators

KPIs for Operations

KPIs for Capacity Management

KPIs for Market Development

Monitoring progress of the corridor objectives





Introduction

- A set of commonly applicable KPIs has been agreed by all Rail Freight Corridors. The KPIs, their definition and source of data are described in the RNE guidelines for KPIs of Rail Freight Corridors.
- The results can be found in this Performance Monitoring Report, by which all our stakeholders are informed about the progress of the corridor on a yearly basis and on the RNE website ([RFC KPIs - RNE – RailNetEurope | Association For Facilitating Traffic On European Rail Infrastructure](#)). Some of the KPIs are also published in the Annual Report.
- Capacity Management KPIs are also described in the Framework for Capacity Allocation on the Rail Freight Corridor North Sea–Baltic approved by the Executive Board.
- At the end, we report about the progress of the RFC NS-B objectives, defined in the Implementation Plan update 2023.



Introduction

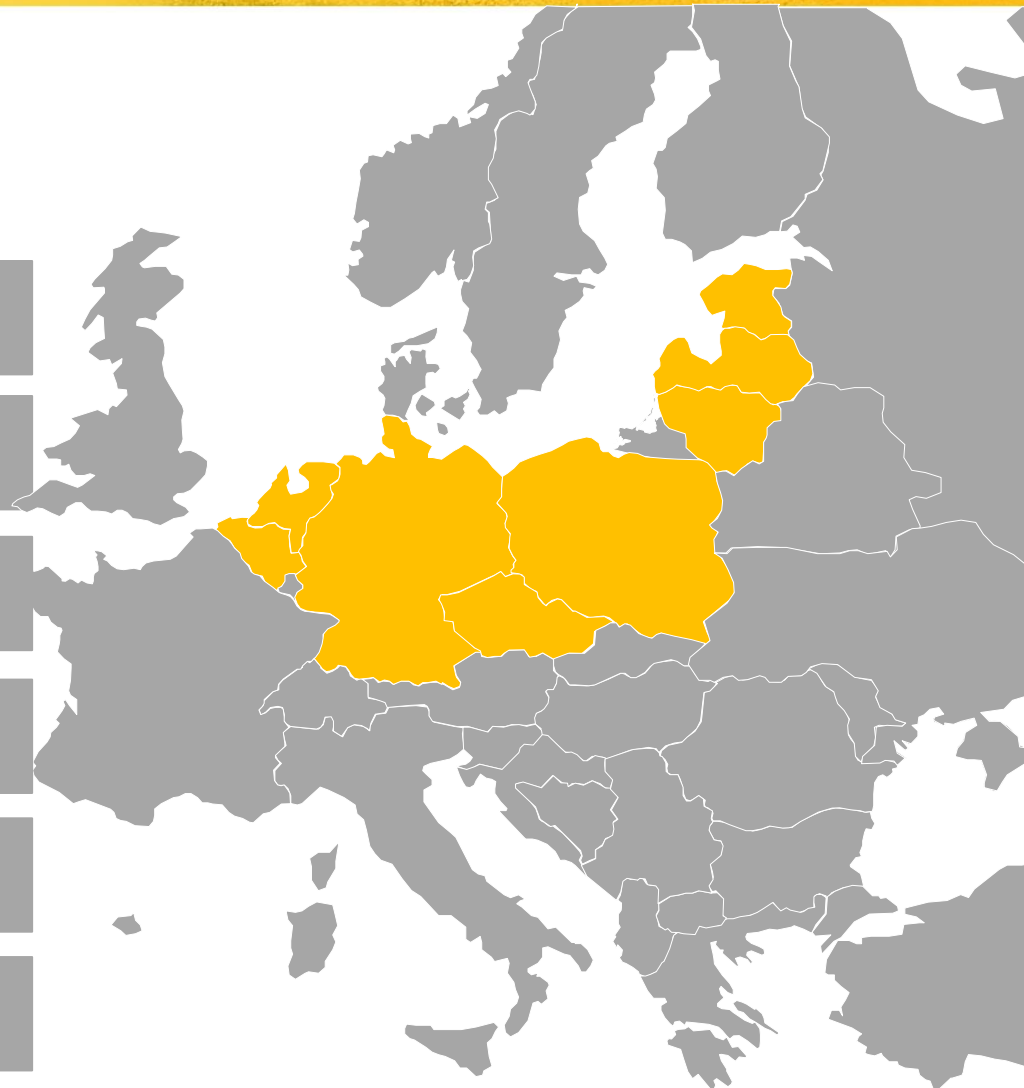
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Performance Indicators

- The KPIs in this Performance Monitoring Report were chosen based on the following parameters:
 - Measurability: performance should be measurable with the tools and resources available on the Corridor;
 - Clarity: KPIs should be understandable to the public it is designed for;
 - Comparability: KPIs should be comparable across time and region;
 - Relevance and empowerment: KPIs should provide information on which project decisions can be based.

- To be able to easily understand the figures in this report, a clear explanation is provided on how the calculation was made and what is measured for each indicator.

- The indicators can be divided into three business fields:
 - Operations
 - Capacity Management and
 - Market Development



Introduction

Performance Indicators

KPIs for Operations

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KPIs for Operations

In the category Operations the following KPIs are published:

KPI 01: **Number of trains on RFC North Sea-Baltic**

KPI 02: **Punctuality**

KPI 03: **Train kilometers of trains on RFC North Sea-Baltic**

KPI 04: **Dwell times in border sections**

More explanations can be found on the following slides where more details are given per KPI.

In 2024, the RFC Network introduced a new RFC train definition, which should lead to a more precise allocation of individual trains to an individual RFC, especially on some overlapping borders. This led also to a slight change in the name of the KPI 01 and KPI 03.

The following criteria must be met for a train to be considered as an RFC train:

- Is a freight train;
- Crossing at least one international border;
- Operating fully or partially on an RFC network section;
- Already identified RFC train running ≥ 300 km within the network of a different RFC without crossing its border is still classified as an RFC train of that corridor;
- Trains on fully overlapping sections are assigned to all corridors involved. However, the RFCs concerned may apply additional criteria to assign a train to a single RFC based on the specific situation
- Trains running partly on overlapping sections have two specific rules:
 - If a train crosses one border along the RFC and runs at least one section exclusively within a single RFC, it is assigned to that RFC
 - If a train operates on an overlapping section but there is at least one corridor that can also cover the previous or following non-overlapping section, the train will be assigned to that corridor(s) only



KPIs for Operations

Regarding the overlapping sections, for RFC NS-B this led to a reduction in the number of trains at the border Zevenaar Oost - Emmerich as the trains going south to Switzerland and Italy are no longer identified as belonging to this Corridor.

The data used to calculate the KPI Operations comes from the international Train Information System (TIS) database, managed by RailNetEurope (RNE).

The WG PM&O is aware there are issues with the data in TIS due mainly to IM/RU operational behaviour and data quality issues. However, the group feels the figures reflect the real situation on the Corridor adequately to warrant their use in the yearly report.

Please note, this information is relevant for all graphs and data published for the KPI Operations for RFC North Sea-Baltic:

1. Estonia and Latvia were not yet using TIS in 2024 and their international trains are not included in the figures
2. Lithuania is using TIS from April 2024 and data is shown accordingly for the Polish – Lithuanian border

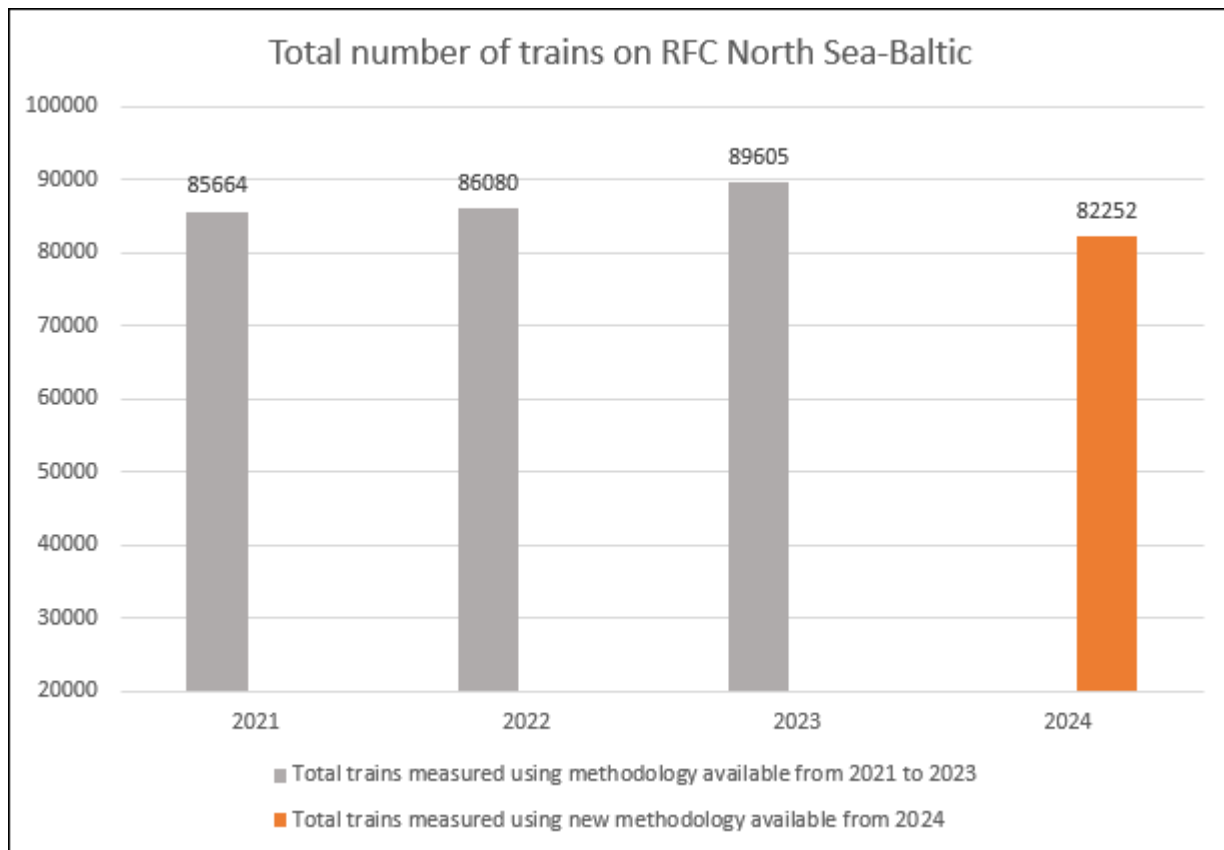
KPI 01: Number of trains on RFC North Sea-Baltic

KPI 01 displays the number of freight trains that cross at least one international border and operate on designated RFC NS-B lines. Trains that pass more than one border are counted only once and to do this, each train receives a unique identifier.

The border locations on the RFC NS-B network considered for this KPI are as follows:

- Montzen – Aachen
- Essen – Roosendaal
- Zelzate - Sas van Gent
- Zevenaar-Oost – Emmerich
- Oldenzaal - Bad Bentheim
- Frankfurt (Oder) Oderbrücke - Rzepin
- Horka- Węgliniec
- Bad Schandau - Děčín
- Trakiszki - Mockava

KPI 01: Number of trains on RFC North Sea-Baltic



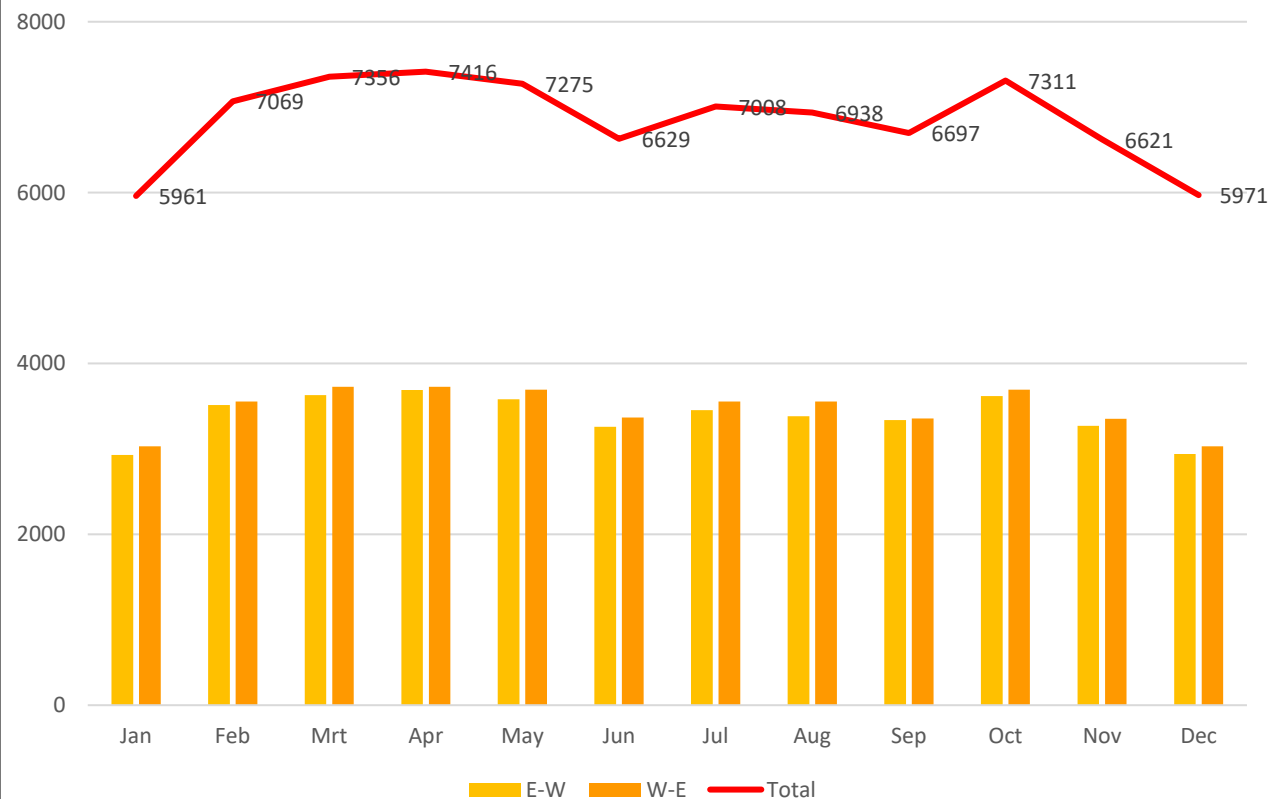
General evolution of the corridor traffic:

- The graph gives an overview of the total number of trains for the last 4 years.
- Total amount of trains for 2024 is 82.252.
- Figures are not comparable to previous years due to the new methodology (RFC train definition). Also, there is improved data quality and double counting has been further eliminated at the DE/PL borders due to better linking of trains at borders in TIS.

However, despite these changes in TIS, it can be concluded that the overall trend for 2024 compared to 2023 shows a slight increase of the number of trains on the Corridor, (approx. 3%), based on data available for the borders of the Corridor.

KPI 01: Number of trains on RFC North Sea-Baltic

Number of trains 2024, per month and direction



This graph gives an overview of the number of trains in 2024, monthly, per direction.

Major factors impacting the totals:

Decreases can be explained by the following:

- Re-routing and limited capacity due to extensive works and diversions on the Corridor during the whole year
- January - strikes
- September - flooding in Elbe valley which had an impact till Oct/Nov
- August, November and December – disruptions due to derailments and ICM-cases

Increases:

- Fluctuations in the totals can be largely explained by the beginning and end dates of large construction works.



KPI 02: Punctuality

KPI 02 shows the average punctuality of trains running on the Corridor, measured at:

- RFC Entry (first point in the train run, which belongs to chosen RFC)
- RFC Exit (last point in the train run, which belongs to chosen RFC)

or origin/destination, if this is a point on the Corridor

A corridor train is considered punctual when it has a delay of 30 minutes or less ($\leq 30\text{min}$).

For KPI reporting purposes punctuality is also measured at a delay of 15 minutes or less ($\leq 15\text{min}$).

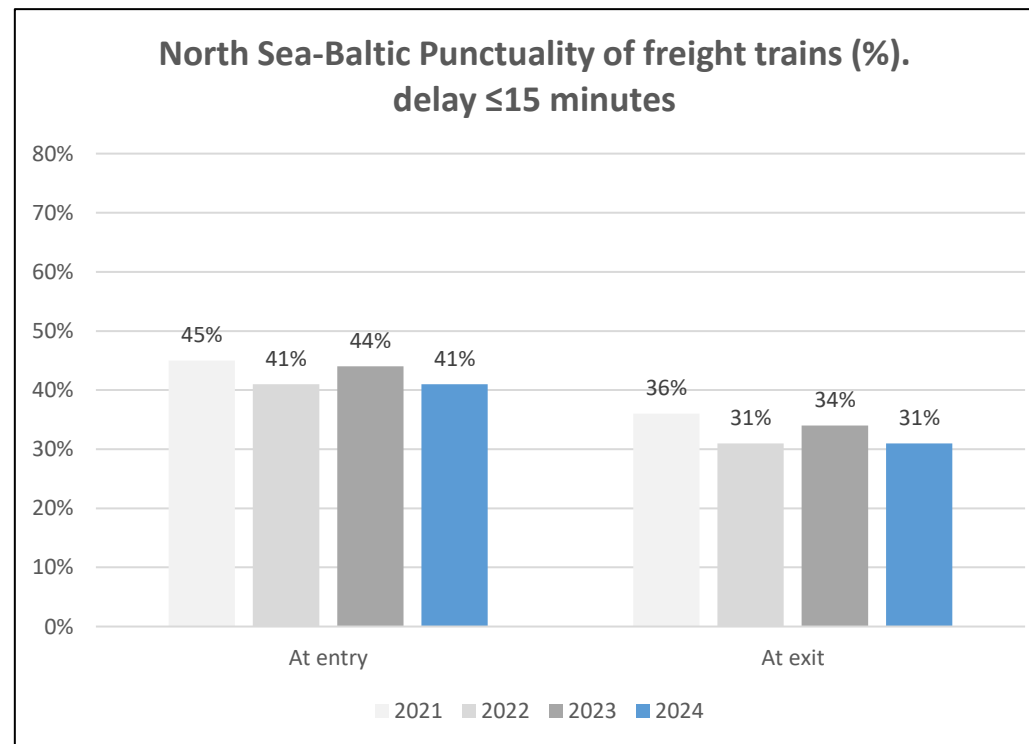
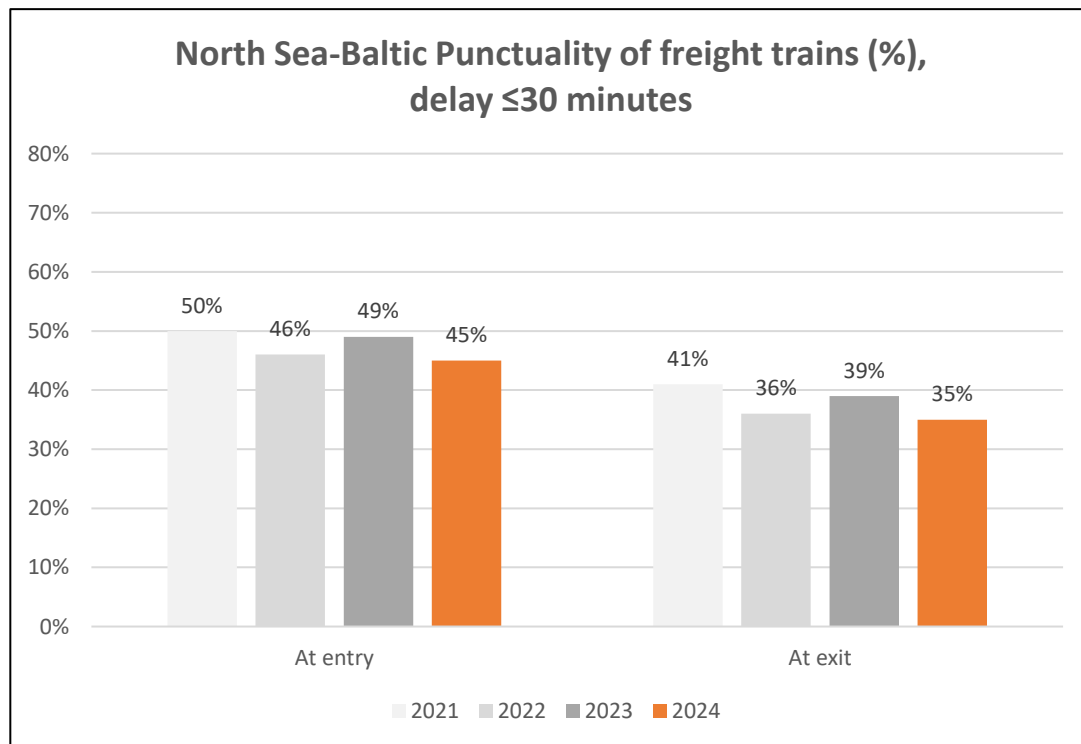
Measurement of punctuality is based on the following train information in TIS:

- International freight train;
- At least one running advice in the whole train run

Monthly train punctuality reports are generated from TIS data at RNE and are published on the RFC North Sea-Baltic website. Monitoring and follow-up of the punctuality reports is done by the Working Group Performance Management and Operations, during their regular meetings.

Punctuality issues are discussed bilaterally with the WG and corridor users, on a case-by-case basis.

KPI 02: Punctuality – RFC Entry and Exit

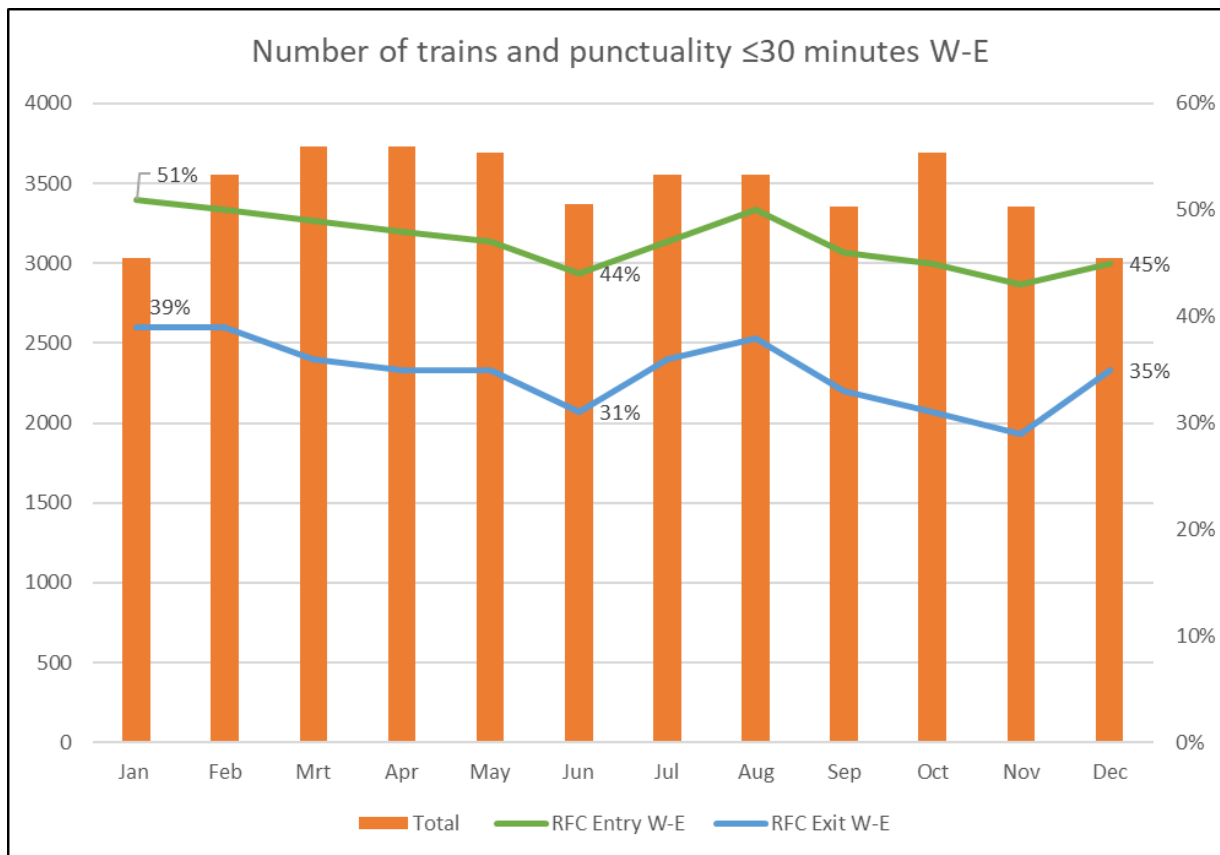


Only the punctuality threshold ≤ 30 minutes is considered in detail in the Performance Report 2024

- The 2024 figures show a decrease of 4% in both RFC Entry and RFC Exit punctuality, compared to 2023.
- The delta (difference of punctuality between RFC Entry and RFC Exit) however remained the same at -10% compared to 2023
- The overall punctuality on the Corridor is 40%.

KPI 02: Punctuality – RFC Entry and Exit

Graph shows total punctuality (West-East) + total amount of trains on RFC NS-B, per month



The calculation for punctuality is made with the same number of trains at both RFC Entry and RFC Exit;

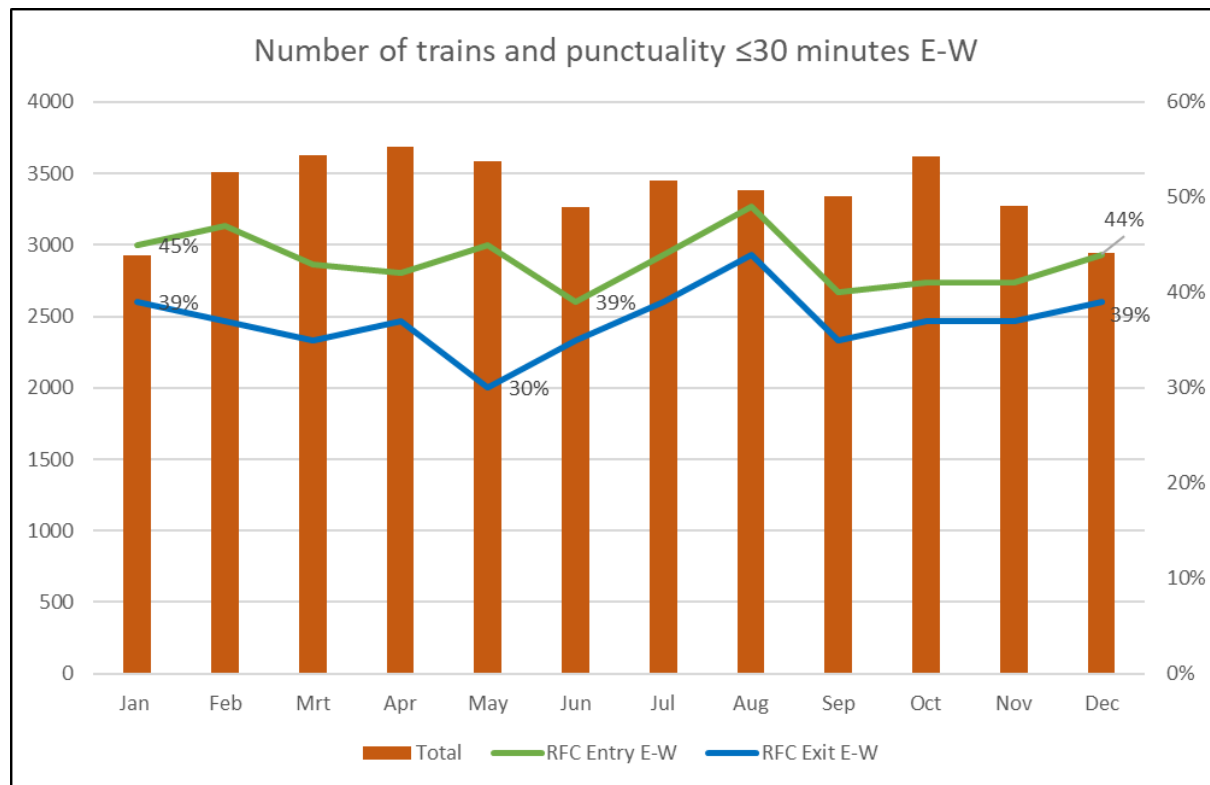
- **RFC Entry punctuality avg. 47%,**
- **RFC Exit punctuality avg. 35%**

Delta W-E (difference from RFC Entry and RFC Exit) is 12%

- In Q1 and Q2 the punctuality decreased and was at its lowest in this period in June.
- Q3, it recovered in July and August, however decreased again in September.
- Q4, further decrease with the year's lowest punctuality in November, figures recovered in December.

KPI 02: Punctuality – RFC Entry and Exit,

Graph shows total punctuality (East-West) + total amount of trains on RFC NS-B, per month



The calculation for punctuality is made with the same number of trains at both RFC Entry and Exit:

- **RFC Entry punctuality avg. 43%,**
 - **RFC Exit punctuality avg. 35%**
- Delta E-W (difference from RFC Entry and RFC Exit) is 8%**

- In Q1 and Q2 the punctuality varied and was at its lowest in June.
- In Q3 it first recovered and was at its highest in August, however, it decreased again from September.
- In Q4, first decreasing with the lowest punctuality in November but recovering slightly in December.



KPI 03: Train kilometers of trains on RFC North Sea-Baltic

Train kilometers of all international trains on RFC NS-B are calculated as the sum of distances between origin and destination:

Direction	Trains	Kilometers
East-West	40.602	18.772.739
West-East	41.650	19.899.118
Total	82.252	38.671.857



KPI 04: Dwell Times in Border Sections

KPI 04 shows the average planned and actual (real) dwell of all trains crossing predefined pair(s) of locations in the border area (approx. 20 km range both sides of the border). The border areas shown in the KPI are of countries that are connected to the RFC.

- These points are measured using TIS data as is defined in the Report Management Tool
- The new RFC train definition has no impact on this KPI as it measures all the trains that are crossing the predefined border pairs

Avg. planned dwell (min.) is the average planned dwell time of all planned arrival/departure trains running within the measuring points. Only trains with a planned dwell equal or bigger than 1 minute are considered.

Run through trains, trains starting or ending their run (origin/destination) or trains with one missing timetable are excluded.

Avg. actual (real) dwell is measured using the same criteria.

KPI 04: Dwell Times in Border Sections

Border	Average planned dwell (minutes)	Average real dwell (minutes)
Aachen West - Montzen	69	90
Bad Bentheim - Oldenzaal	15	16
Bad Schandau - Děčín	97	90
Emmerich - Zevenaar Oost	8	10
Essen - Roosendaal	8	8
Zelzate - Sas van Gent *	1	0
Frankfurt (Oder) - Rzepin	61	109
Trakiszki - Mockava **	45	51

Please note:

- Borders between Lithuania and Latvia and between Latvia and Estonia are not shown in 2024 as there is no TIS data available
- Horka-Wegliniec is not mentioned in the table above as it has been decided not to publish the figures due to data quality issues.

*Zelzate-Sas van Gent is measured only on the Belgian side

**Trakiszki-Mockava is measured on the Polish side due to data quality issues on the Lithuanian side



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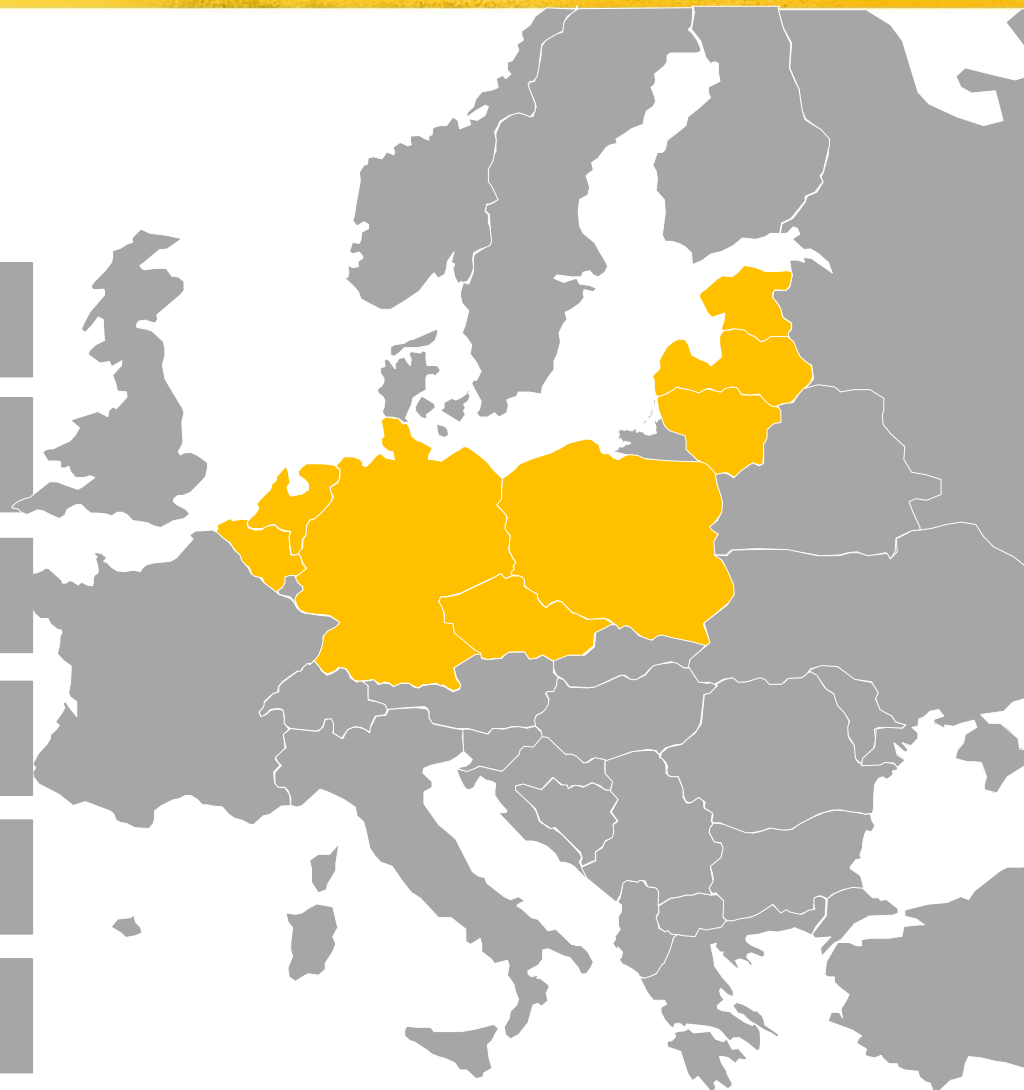
Performance Indicators

KPIs for Operations

KPIs for Capacity Management

KPIs for Market Development

Monitoring progress of the corridor objectives





KPIs for Capacity Management

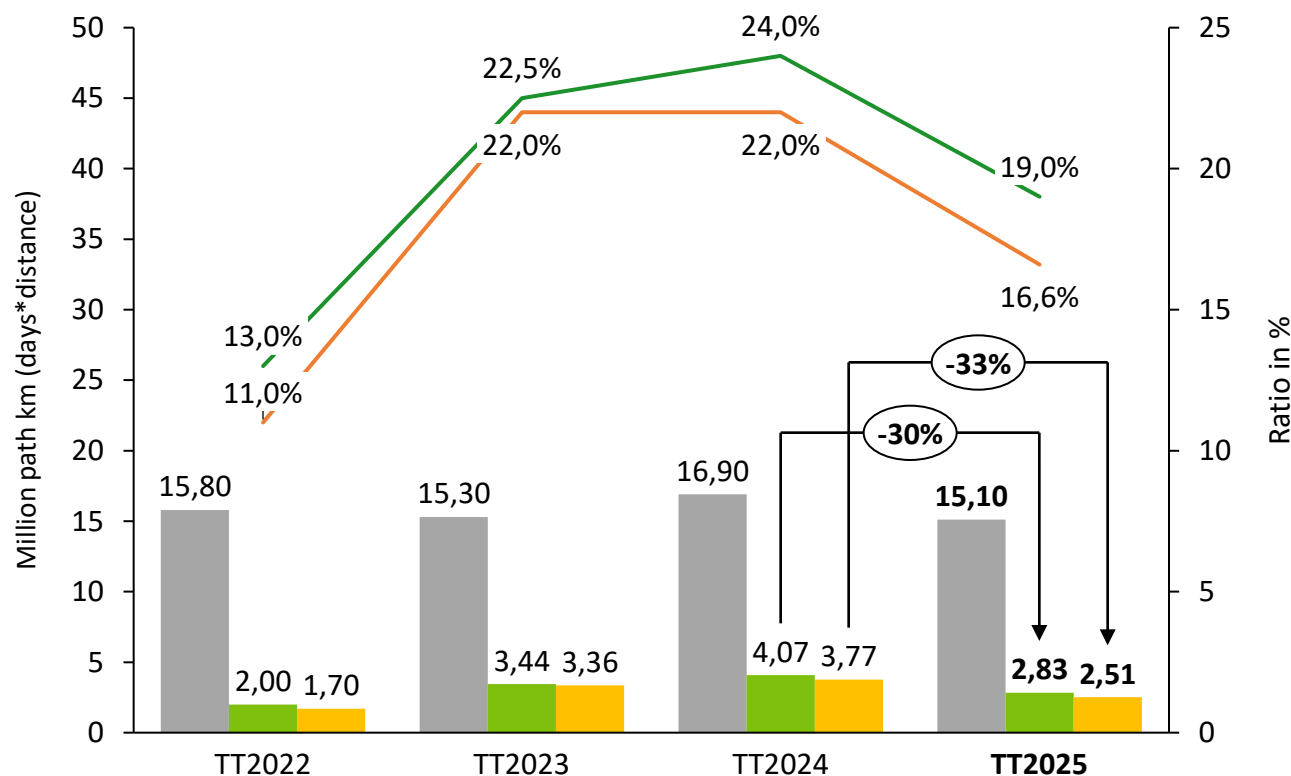
- To monitor the performance on the corridor regarding capacity, a number of KPIs are described on the following slides which will provide insight into the capacity that has been offered, requested, allocated and monitored by the C-OSS:
- KPIs for Capacity Management (TT2025 published in 2024):
 - KPI 01: Volume of offered capacity (PaPs)
 - KPI 02: Volume of requested capacity (PaPs)
 - KPI 03: Volume of pre-booked capacity (PaPs)
 - KPI 04: Ratio of pre-booked capacity (PaPs)
 - KPI 05: Number of requests (PaPs)
 - KPI 06: Number of conflicts (PaPs)
- KPIs for Capacity Management (TT2024 published in 2023):
 - KPI 07: Volume of offered capacity (RC), Volume of requested capacity (RC), Number of requests (RC)
- KPIs for Capacity Management (including figures for TT2026):
 - KPI 08: Average planned speed of PaPs
- Most of these KPIs stem from the Framework for Capacity Allocation (FCA). Others were commonly agreed and are described in the RNE KPI guidelines.

KPI 01: Volume of offered capacity (PaPs)

KPI 02: Volume of requested capacity (PaPs)

KPI 03: Volume of pre-booked capacity (PaPs)

KPI 04: Ratio of pre-booked capacity (PaPs)



➤ Both the requested and pre-booked PaP capacity decreased by around 30% in comparison to TT2024 and are almost back to the levels of TT2022. Compared to the PaP capacity offered, the volumes have dropped to a ratio of 19% and 16,6% respectively.

➤ The fragmented offer due to TCRs and the economic instability negatively impacted the number of requests and the volume of requested PaP capacity despite requests by new applicants.

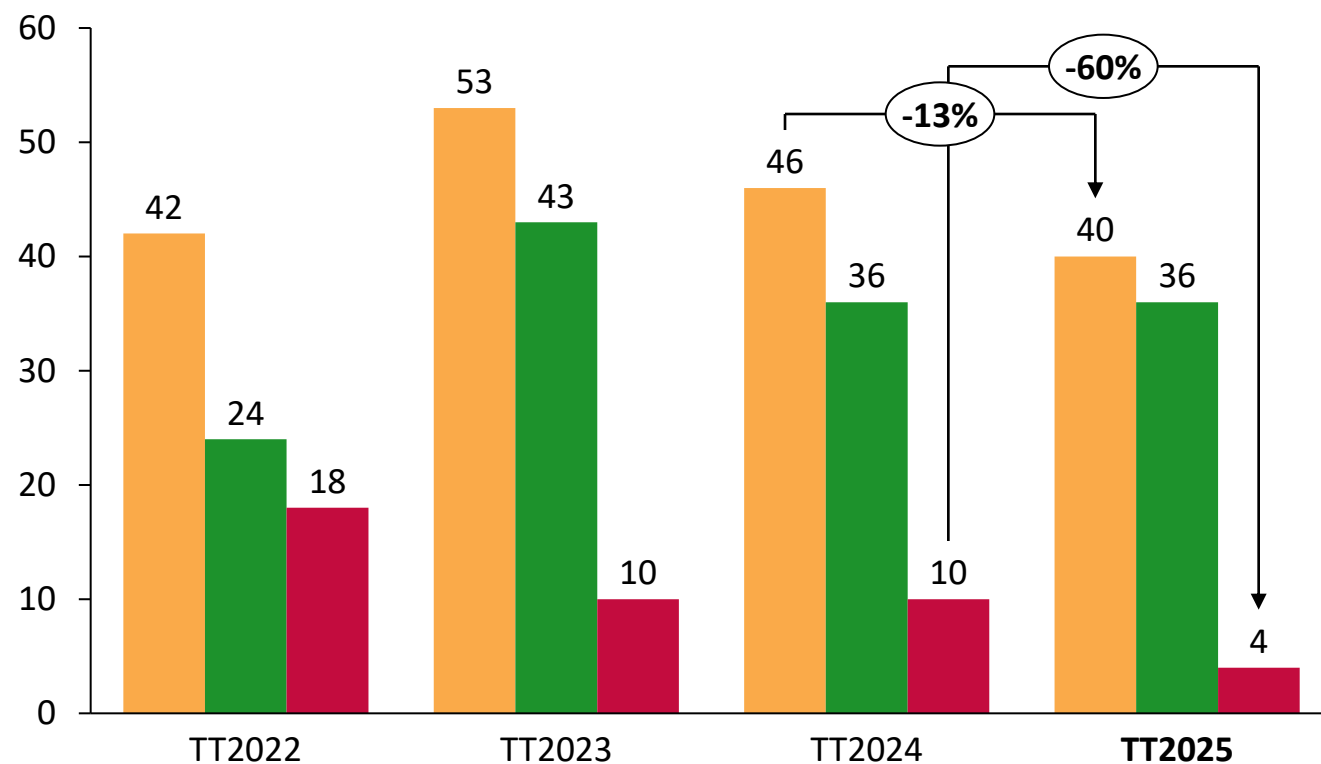
➤ Although the harmonized sections (HaPs) with RFC ScanMed showed a bottleneck during conflict resolution and two customer dossiers had to be rejected, the volume of pre-booked PaP capacity is satisfying against the volume of requested PaP capacity.



KPI 05: Number of requests (PaPs)

KPI 06: Number of conflicts (PaPs)

requests



➤ The number of PaP requests decreased by 13% compared to TT2024. Decrease of requests from almost all applicants due to the instable economic situation; new customers for TT2025 could not compensate losses.

➤ The number of conflicts fell disproportionately compared to TT2024. Strong usage of HaPs with RFC ScanMed with all 4 conflicts on section Maschen <> Padborg.

- Number of requests
- Number of requests without conflicts
- Number of requests in conflict

KPI 07: Volume of offered capacity (RC), Volume of requested capacity (RC), Number of requests (RC)

- Reserve Capacity for ad-hoc requests has been published by the C-OSS in October 2023, for the TT2024 starting in December 2023.
- Reserve Capacity is offered as a flexible approach, in the form of capacity slots per day and direction, requested until 30 days before the running day.
- The volume of offered Reserve Capacity for TT2024 increased compared to the previous year due to a reduced number of TCRs.
- No Reserve Capacity was requested for TT2024.

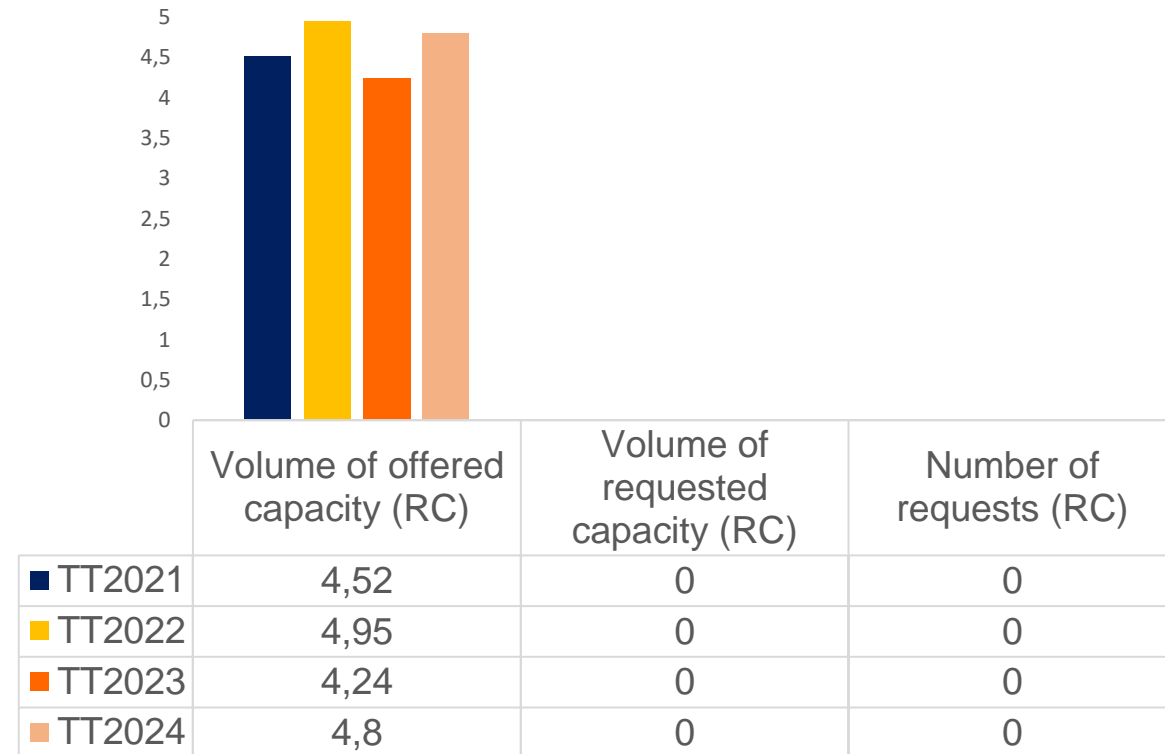
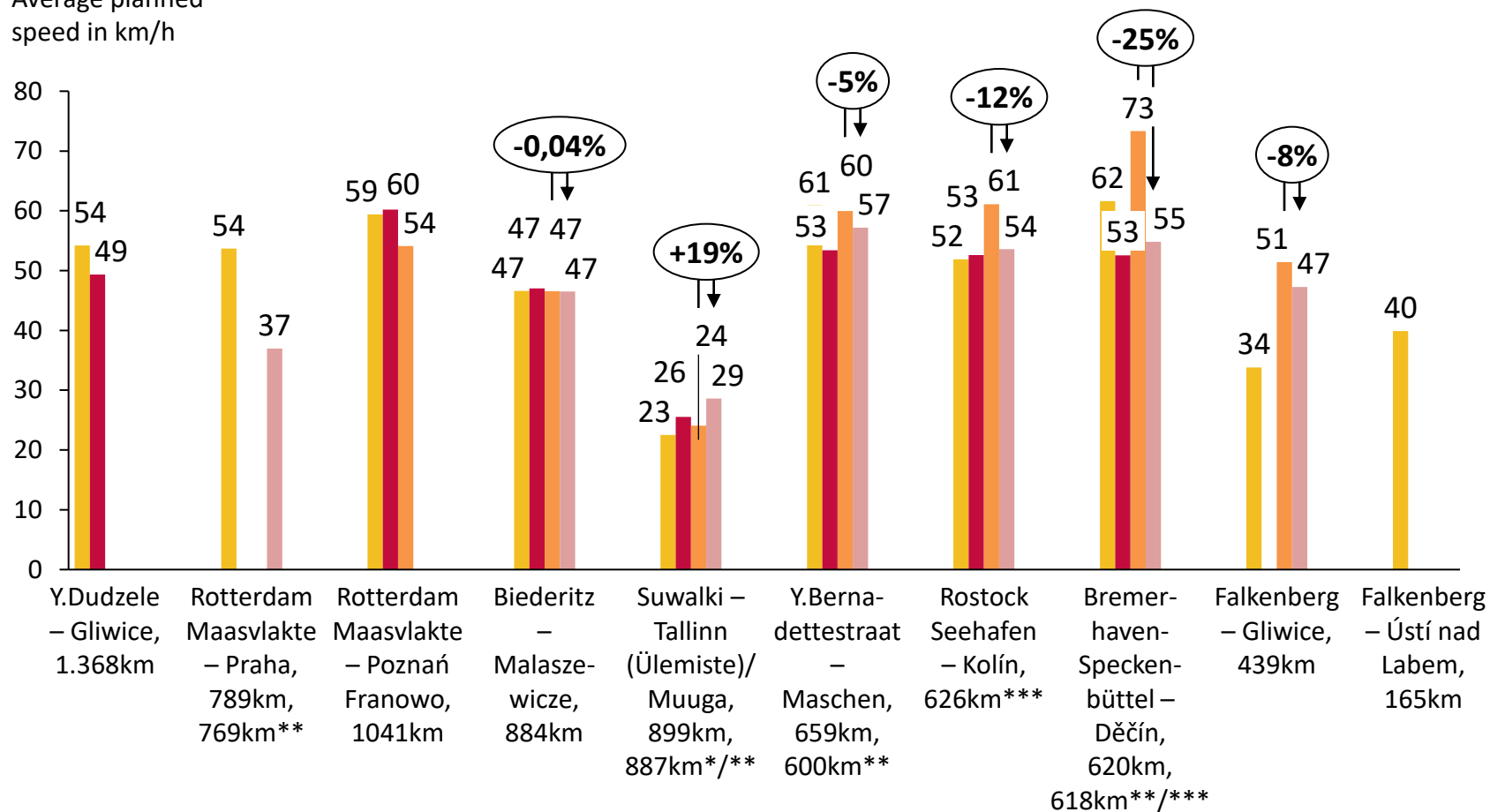


Figure Volume: Million path km (days*distance)

KPI 08: Average planned speed of PaPs

Average planned
speed in km/h



- This performance indicator shows the average of the planned speed of the PaPs on the Origin/Destination pair concerned per direction.
- O/D pairs were defined by the Corridor as the most important sections on the corridor.

■ TT2023 ■ TT2025
■ TT2024 ■ TT2026

The KPI values include stopping times for selected O-D. * Suwalki – Tallinn (Ülemiste) includes the reloading time (~ 6 hours) in Palemonas. As of TT2026, calculation to/from Muuga.

** Two distances for W-E, E-W direction, varying per TT. *** SZCZ sections published by RFC Rhine-Danube as of TT2026



Introduction

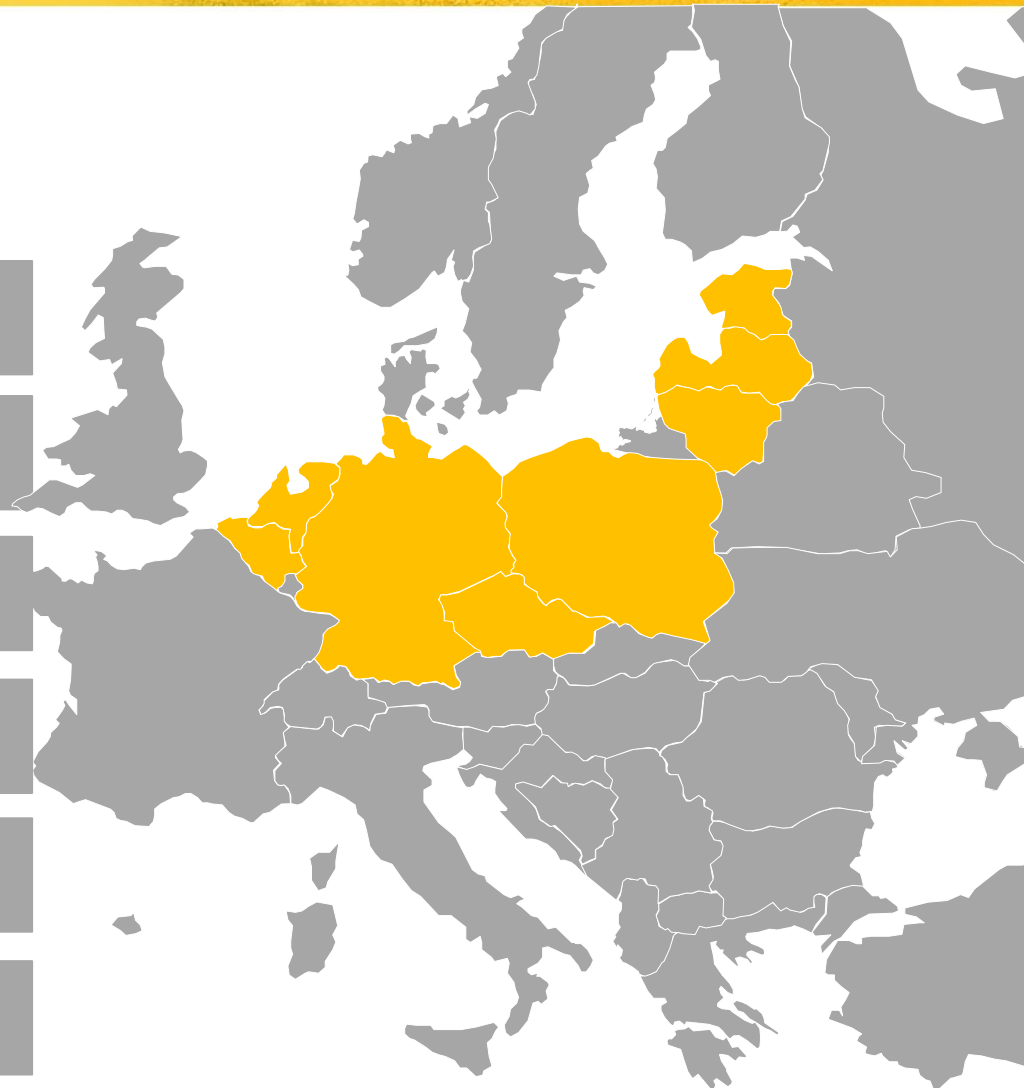
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KPIs for Market Development

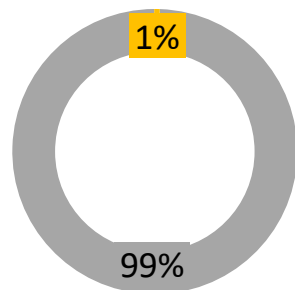
- In the category “Market Development” the following KPIs are published:
 - KPI 01: Ratio of the capacity allocated by the C-OSS to total allocated capacity
 - KPI 02: Number of trains per border

KPI 01: Ratio of the capacity allocated by the C-OSS to total allocated capacity

- On the next slides KPI Ratio of the capacity allocated by the C-OSS to total allocated capacity for TT2025 is presented.
- This KPI displays the number of train runs allocated in the yearly timetable by the C-OSS per RFC border/the total number of allocated international freight train runs in the yearly timetable per RFC border. Source of data is PCS for RFC capacity and national IMs' tools for total allocated capacity.

KPI 01: Ratio of the capacity allocated by the C-OSS to total allocated capacity

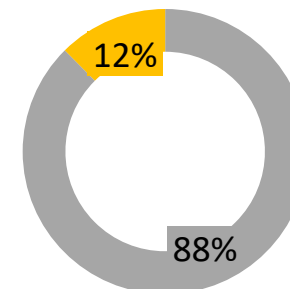
Montzen Frontière / Aachen Grenze



■ % Total allocated capacity IM (incl. RFC RALP)
■ % Total allocated capacity RFC NSB

Number of allocated international freight trains	
Total (incl. RFC RALP)	C-OSS RFC NSB
33.173	208

Oldenzaal Grens / Bad Bentheim Grenze

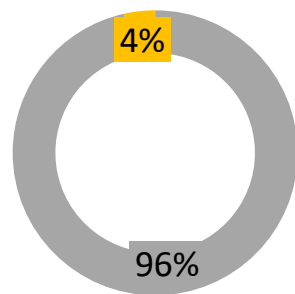


■ % Total allocated capacity IM
■ % Total allocated capacity RFC NSB

Number of allocated international freight trains	
Total	C-OSS RFC NSB
5.702	709

KPI 01: Ratio of the capacity allocated by the C-OSS to total allocated capacity

Zevenaar Grens / Emmerich

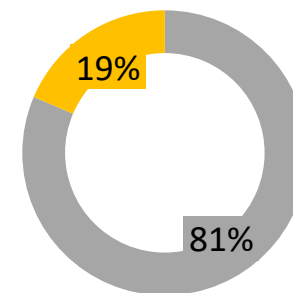


■ % Total allocated capacity IM (incl. RFC RALP)

■ % Total allocated capacity RFC NSB

Number of allocated international freight trains	
Total (incl. RFC RALP)	C-OSS RFC NSB
18.616	653

Roosendaal Grens / Essen-Grens



■ % Total allocated capacity IM (incl. RFC NSM)

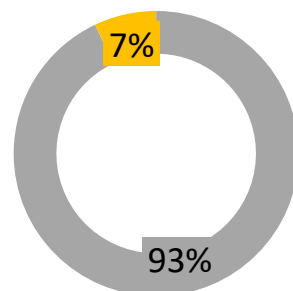
■ % Total allocated capacity RFC NSB

Number of allocated international freight trains	
Total (incl. RFC NSM)	C-OSS RFC NSB
6.326	1.176



KPI 01: Ratio of the capacity allocated by the C-OSS to total allocated capacity

Bad Schandau Gr /
Děčín st.hr.



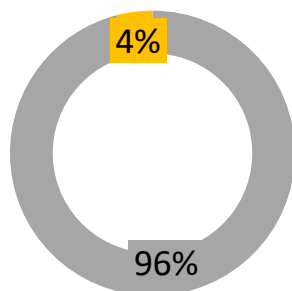
■ % Total allocated capacity IM (incl. RFC OEM)

■ % Total allocated capacity RFC NSB

Number of allocated international freight trains	
Total (incl. RFC OEM)	C-OSS RFC NSB
50.353	3.553

KPI 01: Ratio of the capacity allocated by the C-OSS to total allocated capacity

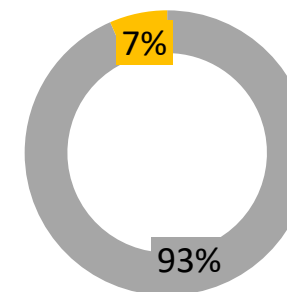
Horka / Bielawa Dolna (Gr)



■ % Total allocated capacity IM
■ % Total allocated capacity RFC NSB

Number of allocated international freight trains	
Total	C-OSS RFC NSB
7.620	307

Frankfurt Oderbrücke / Kunowice (Gr)

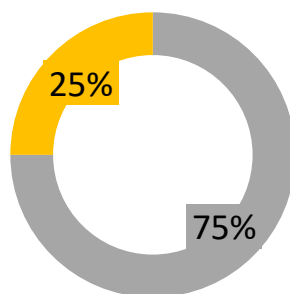


■ % Total allocated capacity IM
■ % Total allocated capacity RFC NSB

Number of allocated international freight trains	
Total	C-OSS RFC NSB
9.385	614

KPI 01: Ratio of the capacity allocated by the C-OSS to total allocated capacity

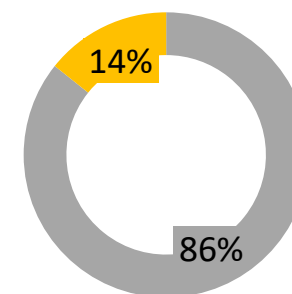
**Trakiszki (Gr) /
Mockava Pasienis**



■ % Total allocated capacity IM
■ % Total allocated capacity RFC NSB

Number of allocated international freight trains	
Total	C-OSS RFC NSB
2.912	728

**Joniškis Pasienis /
Meitene-eksp.**



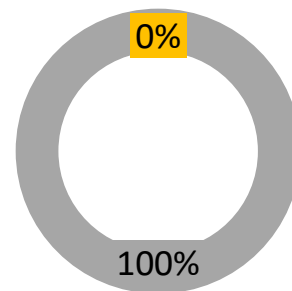
■ % Total allocated capacity IM
■ % Total allocated capacity RFC NSB

Number of allocated international freight trains	
Total	C-OSS RFC NSB
728	104



KPI 01: Ratio of the capacity allocated by the C-OSS to total allocated capacity

Lugaži-eksp. (State border) /
Valga state border



■ % Total allocated capacity IM
■ % Total allocated capacity RFC NSB

Number of allocated international freight trains	
Total	C-OSS RFC NSB
676	0



KPI 02: Number of trains per border

This KPI presents the number of all freight trains crossing selected border points of the Corridor.

Trains that pass more than one border are counted at each border. The new methodology has no impact on this KPI as all trains are considered.

The source of the data is the IM's national tools.

Border pairs taken into consideration for this KPI:

- Montzen - Aachen
- Essen - Roosendaal
- Zelzate - Sas van Gent
- Zevenaar Oost - Emmerich
- Oldenzaal - Bad Bentheim
- Venlo - Kaldenkirchen *
- Frankfurt(Oder)Oderbrücke – Rzepin
- Horka - Węglińiec
- Bad Schandau - Děčín
- Trakiszki - Mockava
- Meitene - Joniskis
- Kurcums - Turmantas
- Lugazi - Valga

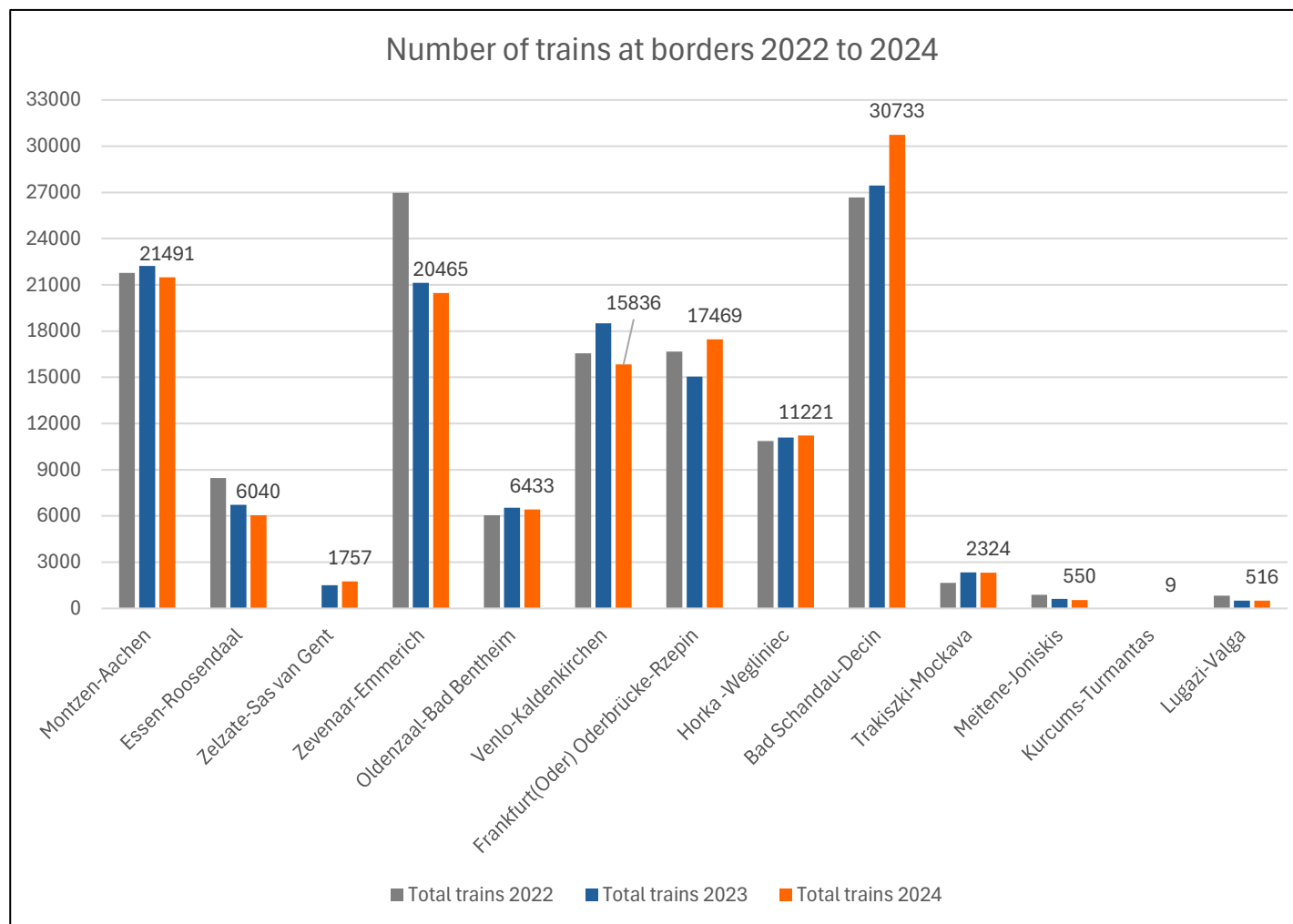
*Venlo- Kaldenkirchen borders are measured for this KPI as North Sea-Baltic trains can be re-routed using these border pairs

KPI 02: Number of trains per border

2024 compared to 2023 & 2022

North Sea-Baltic	Number of trains			2024 compared to	
Border pairs	Total trains 2024	Total trains 2023	Total trains 2022	2023	2022
Montzen-Aachen	21491	22232	21777	-3,3%	-1,3%
Essen-Roosendaal	6040	6720	8465	-10,0%	-29,0%
Zelzate-Sas van Gent	1757	1510	n/a	16,4%	n/a
Zevenaar-Emmerich	20465	21139	26978	-3,2%	-24,0%
Oldenzaal-Bad Bentheim	6433	6535	6037	-1,6%	6,0%
Venlo-Kaldenkirchen	15836	18513	16557	-14,0%	-4,0%
Frankfurt(Oder) Oderbrücke-Rzepin	17469	15037	16666	14,0%	5,0%
Horka -Wegliniec	11221	11092	10862	1,5%	3,5%
Bad Schandau-Decin	30733	27447	26675	8,3%	15,0%
Trakiszki-Mockava	2324	2350	1666	-1,2%	28,2%
Meitene-Joniskis	550	626	883	-12,2%	-37,6%
Kurcums-Turmantas	9	2	8	350,0%	11,0%
Lugazi-Valga	516	506	830	1,9%	37,9%

KPI 02: Number of trains per border



KPI 02: Number of trains per border

2024 information compared to 2023:

- For the Dutch/German borders there are decreases at all borders: Oldenzaal-Bad Bentheim (-1,6%), Zevenaar Oost-Emmerich (-3,2%) and Venlo-Kaldenkirchen (-14%). Major works in Germany between Emmerich and Oberhausen caused many re-routings. Also, there is a decrease in traffic at these borders due to the fall in volume of coal transport by rail.
- At the Dutch/Belgian borders there is a decrease at Roosendaal-Essen (-10%), partly due to less re-routing via this border compared to 2023. However, at Sas van Gent-Zelzate there is a significant increase (+16.4%) due to increased traffic to and from Terneuzen (part of North Sea Port).
- Decrease at the German/Belgian border, Aachen-Montzen (-3,3%). Traffic was affected by a general downturn in the economy and ICM-cases.
- At the German/Czech border, Bad Schandau-Děčín, there is an increase of traffic (+8,3%).
- Train traffic at the borders between Germany and Poland increased at Frankfurt(Oder) Oderbrücke-Rzepin (+14%) and Horka-Wegliniec (+11,3%).
- At the Polish/Lithuanian border there is a slight decrease in train totals at Trakiszki-Mockava, (-1,2%), but this can be attributed to data quality issues from both IM's as generally the traffic in 2024 is comparable to 2023 and remains higher when compared to the years before the Ukraine war.
- At the Lithuanian / Latvian borders, traffic at Meitene-Joniskis-further reduced (-12,2%) in 2024 compared to 2023. This is due to the continued EU sanctions that have been implemented with Belarus and Russia during the Ukrainian conflict. Kurcums-Turmantas totals increased to 9 trains.
- At the Latvian/Estonian border, Lugazi-Valga, traffic slightly increased (1,9%).



Introduction

Performance Indicators

KPIs for Operations

KPIs for Capacity Management

KPIs for Market Development

Monitoring progress of the corridor objectives





Monitoring progress of the corridor objectives

- The Management Board and Executive Board of RFC NS-B have defined targets for some of the existing KPIs or for some new KPIs based on existing ones. The targets are based on the commitment of the stakeholders to sustainably strengthen quality and resilience on the Corridor as well as also considering the current situation on the Corridor.
- The KPI objectives have been set in 2023 based on the numbers available from previous years.
- Targets have been set for the following KPIs:
 - Delta between RFC Entry and RFC Exit punctuality
 - Number of trains crossing a border along the RFC
 - Ratio of capacity requested
 - Average planned speed of PaPs
- The progress of the four corridor objectives is published on the following slides.

Delta between RFC Entry and RFC Exit punctuality

Evolution of punctuality on RFC NS-B (30 min. threshold) in %	2019	2020	2021	2022	2023	2024	Goal 2024
Entry punctuality	56	57	50	46	49	45	
Exit punctuality	45	48	41	36	39	35	
Delta Entry Punctuality vs Exit Punctuality	-11	-9	-9	-10	-10	-10	-11

RFC NS-B yearly publishes the KPI for Punctuality measured at RFC Entry and Exit using a threshold of ≤ 30 minutes and based on information coming from TIS.

- Punctuality for 2024 for RFC Entry is 45% and for RFC Exit 35%
- The delta for punctuality, the difference between RFC Entry and RFC Exit, is -10% which is the same as 2022 and 2023
- **The target set for 2024 (-11%) has been reached**

Number of trains crossing a border along the RFC North Sea-Baltic

Number of trains crossing a border along the RFC NS-B	2021	2022	2023	2024	Goal 2024
Total	85.664	86.080	89.605	82.252	85.872
Yearly change		0,50%	4,10%	-4,20%	

For this KPI the target is to keep the current numbers stable and to achieve figures in 2024 of approx. 85.872 trains.

The data for calculation is taken from TIS.

- Total number of trains in 2024 is 82.252 (but the figures are not comparable due to the new RFC train definition and TIS data quality issues).

The first impression is that the target for 2024 could not be met. However, based on the figures at borders, it can be assumed that overall there has been an increase (circa 3 %) compared to 2023, and therefore the target for 2024 would have been reached.

Ratio of capacity requested

Ratio of capacity requested	TT2019	TT2020	TT2021	TT2022	TT2023	TT2024	TT2025	Goal TT2025
Volume of PaP capacity offered at X-11 (in million path km)	15,8	16,2	14,1	15,8	15,3	16,9	15,1	
Volume of PaP capacity requested at X-8 (in million path km)	2,3	1	3	2	3,4	4,1	2,8	
Ratio of capacity requested (in %)	15%	6%	22%	13%	22%	24%	19%	25%

- It must be mentioned that there is no official KPI defining the Ratio of PaP capacity requested to the PaP capacity offered. Both KPIs are collected and set into perspective to achieve the “Ratio of capacity requested”.
- The ratio has been chosen to highlight the relationship in data as the PaP capacity offered varies each year i.e., depending on TCRs.
- The set target for the KPI Ratio of PaP capacity requested has not been reached for TT2025. Only 19% of the product offered by the corridor has been requested by the applicants for TT2025.
- The fragmented offer due to TCRs and the economic instability, negatively impacted the number of requests and the volume of requested PaP capacity despite requests by new applicants.

Average planned speed of PaPs

Average planned speed of PaPs (km/h)	TT2021	TT2022	TT2023	TT2024	TT2025	TT2026	Goal TT2026
Maasvlakte – Poznań Franowo	-	49	59	60	54	-	56
Suwalki – Tallinn (Ülemiste)	-	26	23	26	24	29	25
Y.Dudzele – Gliwice	-	-	54	49	-	-	51,5
Rostock Seehafen – Kolín	52	51	52	53	61	54	52
Bremerhaven Speckenbüttel – Děčín	54	45	62	53	73	55	53,5

➤ The KPI developed positively for the section Suwalki – Tallinn (Ülemiste) due to a shorter routing in TT2026. The sections Rostock Seehafen – Kolín and Bremerhaven Speckenbüttel – Děčín slowed down due to TCRs. The sections Maasvlakte – Poznań Franowo and Y.Dudzele – Gliwice were not offered as defined for TT2026, instead Biederitz – Poznań Franowo and Gliwice – Falkenberg (Elster) were offered based on major TCRs and customer wishes.

The targets set for TT2026 have been reached.

➤ The KPI results are not only linked to the improvement of the product's parameters offered by the C-OSS but also influenced by commercial and operational stops selected by customers as well as TCRs.

The KPI values include stopping times for selected O-D. Suwalki – Tallinn (Ülemiste) includes the reloading time (~ 6 hours) in Palemonas. As of TT2026, calculation to/from Muuga. SZCZ sections published by RFC Rhine-Danube as of TT2026