

Deep Dive Study on Capacity Performance Review

PRIME Plenary | 26 June 2025

RAMBOLL

Bright ideas.
Sustainable change.



The Deep Dive Study on Capacity Performance Review aimed to do a groundwork for the development of capacity-related performance review

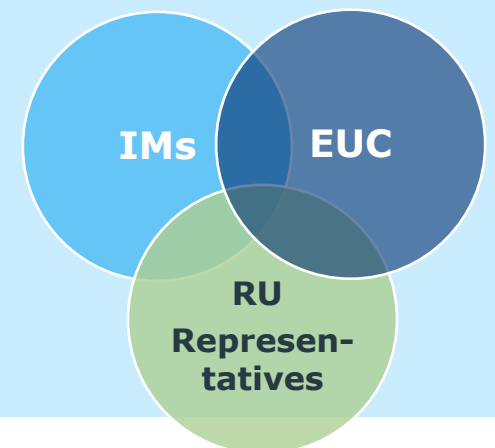
Starting point

- In **July 2023** the proposal for a regulation on the use of rail infrastructure capacity .. was published
- In **June 2024** PRIME Plenary decided to launch a Deep Dive Study to support preparing for the framework for performance review (incl. indicators, methodologies, data requirements) and a performance review report.
- The PRIME KPI & Benchmarking SG was commissioned with this Deep Dive and asked to present a Catalogue of indicators in **June 2025**



Objectives of the Deep Dive

- Lay the groundwork for the future development of capacity performance review:
 - Stocktaking of existing indicators related to capacity performance review.
 - Identification of gaps (missing but relevant indicators).
 - Connecting performance areas and issues in the regulation with suitable capacity performance indicators.
 - Identifying the most relevant indicators (prioritisation).
 - Broad involvement and connection of IMs.
 - Include the perspective of Railway Undertakings.



The Deep Dive project included an extensive desks analysis, which was followed by in-depth work and discussions in 19 Working Group and Workshop meetings and supplemented by an inclusion of Railway Undertakings

Railway Infrastructure Managers



1 Desk analysis

- Extensive research on existing indicators as groundwork

Document analysis and source identification

Expert interviews with EUC, RNE, ERA

Survey on existing indicators at IMs

2 Working Group & Workshops

- 19 Working Group Meetings and Workshops with over 90 participants
- Development of the Pilot Indicator Catalogue

Collection and gap identification of relevant indicators

Collection, sharpening and drafting of definitions

Prioritisation and measurability assessment

Railway Undertakings



3 Associations of railway undertakings - *Input of*

- Capture and discuss Railway Undertakings views and expectations

Constructive WS discussion

Written RU position

• Project Launch:
September 2024

• Kick off WS:
22.10.2024

Final Pilot Catalogue in Plenary:
June 2025

Desk analysis

Working Group indicator development & drafting of Catalogue

RU WS

Over 110 colleagues from the rail sector contributed to the development of the pilot catalogue and reached broad consensus

Railway Infrastructure Managers



Steering Committee

- EUC, DG Move
- PRIME KPI & Benchmarking Chairs

- PRIME EINIM Taskforce
- PRIME Co-Chair Office



Working Group Work and Workshops



Expert interviews

- EUC, DG Move

- RNE
- ERA



Railway Undertakings



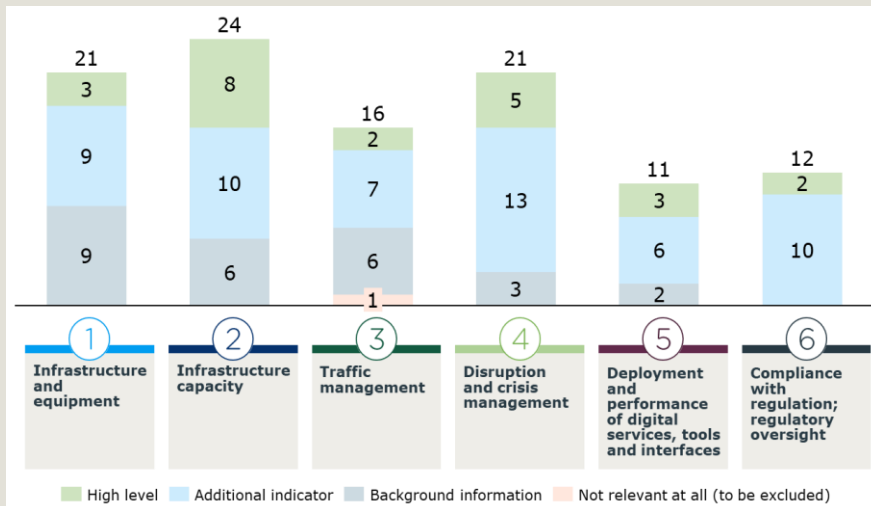
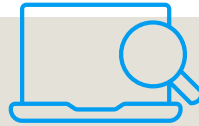
Associations



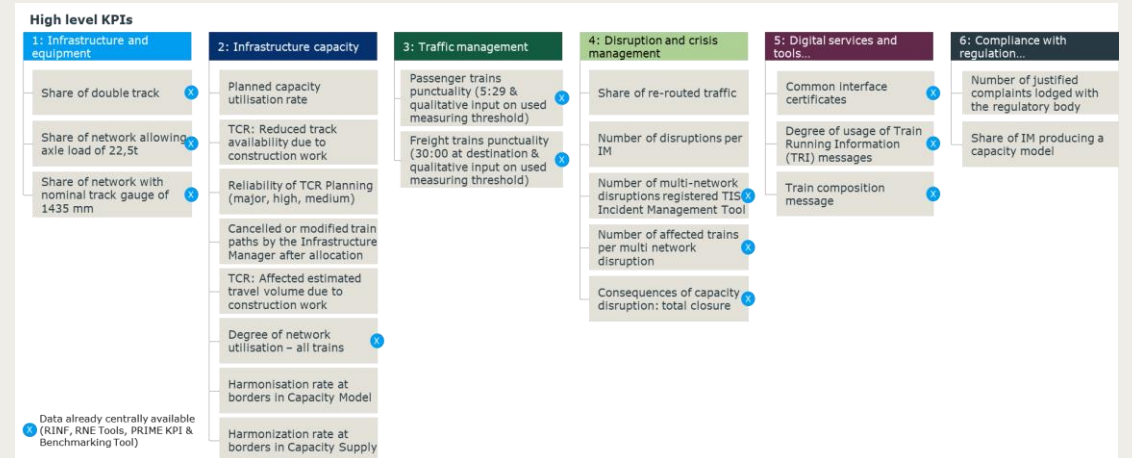
Overview of indicators

The Working Groups collected 104 indicators in total, 23 of which were identified as high-level, with data already available centrally for half of these indicators

Overview of indicators by performance area



High level indicators (KPI-Tree)



The Pilot Catalogue aims to be a useful reference for future use. To enhance its value, the discussions were captured in more detail in a commented version

Name ⁵	Definition	Unit	Comments and additional information	
Tracks with permanent speed restrictions due to condition	Percentage of tracks with permanent speed restriction due to deteriorating asset condition weighted by the time the restrictions are in place (included in the yearly timetable) related to total track-km; restrictions are counted whenever criterion is met regardless of whether IM reports permanent speed restrictions as such or if they are included in the timetable.	%	Relevance for inclusion	Reduces capacity and specifically highlights network segments that are limited in capacity due to condition
			Calculation	Share of the network with permanent speed restriction due to condition (KPI58) = Tracks with perm restrictions due to condition (ID68) / Total n (ID5) [Source: PRIME]
			Priority level	Additional information
			Measurability	Measurable
			Existing source	PRIME ¹² (KPI58, ID68, ID5)
			Additional comment	The definition has been developed based on definition, however no explicit reference to n condition in PRIME data. Needs to be developed in future. It would also be relevant to include, in addition to permanent speed restrictions, temporary speed restrictions as well.

Short summary, why the indicator was considered relevant for capacity performance review

Agreed calculation for KPI

Priority level and measurability based on assessment of the working group participants


Existing source, if the indicator is already collected and calculated centrally

Any relevant information that was collected in the Working Group Meetings regarding this indicator

Definition (as precise as possible today)

Conclusion


The dedicated work of numerous participants has led to a solid groundwork for the future development of performance review




**Capacity Performance Review:
Pilot Indicator Catalogue –
Commented version**

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Brussels, 27th May 2025







- **The dedicated work of numerous IM participants and the wealth of experience from KPI & Benchmarking, valuably complemented by the technical expertise of RNE**
- **have enabled good preparatory groundwork and a solid foundation for future capacity performance reporting**

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