

The deep dive aims to lay the groundwork for the new tasks ENIM is facing with the new capacity regulation - namely to create a basis for capacity-related performance reviews focussing on feasibility and relevance

Starting point

- In July 2023 the Proposal for a regulation on the use of railway infrastructure capacity in the single European railway area was published
- The proposal expects ENIM to monitor and benchmark performance of rail infrastructure services
- This includes the establishment of a:
 - European framework for performance review after 12 months of the regulation being in force
 - The framework should include performance indicators, methodologies, data requirements
 - Development of an annual European performance review report starting 24 months after the Regulation is effective

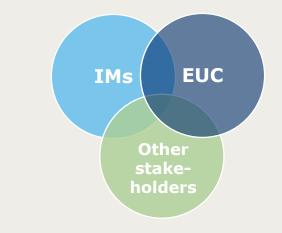


Objectives of the deep dive

- The objective of the deep dive into performance review of capacity is to establish a solid foundation for both the:
 - European framework for performance review
 - European performance review report

Stakeholders

- PRIME Infrastructure Managers (IM)
- European Commission
- RNE
- Other stakeholders (RU, Regulators, Stations, Freight Terminals, case-bycase for specific performance issues)





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For the European performance review framework and report, a three-phase approach is suitable. Phase 1 has been decided so far

Proposal for Regulation > 07.2023



Framework for the review of performance
> 07.2026 Tentative date



P1: Foundation & preparation for capacity performance reporting

09.2024-06.2025

P2: Pilot Report on capacity performance
07.202512.2025

P3: Evaluation and revision

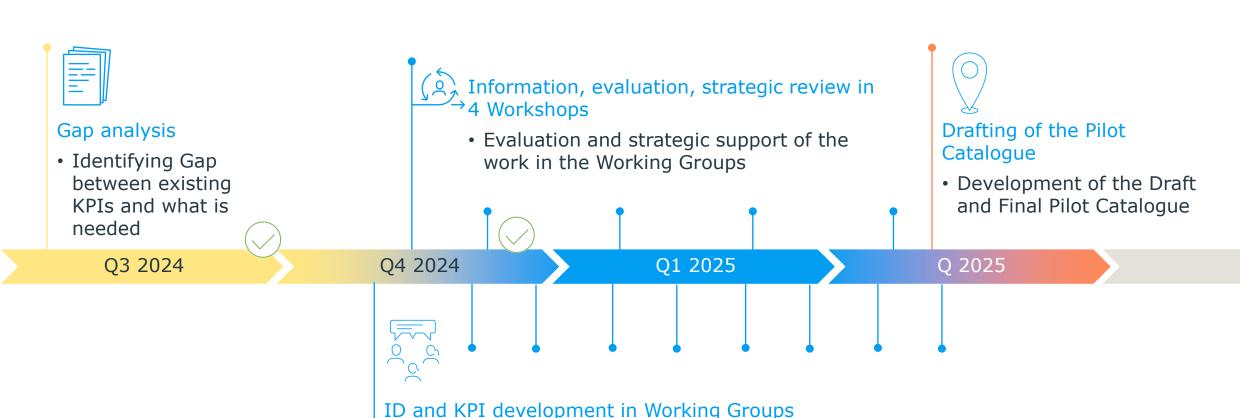
01.2026-06.2026 Deep dive phases Tentative dates

P4: First report

07.2026-07.2027



The Deep Dive was launched in September and now focuses on ID and KPI development within Working Groups, targeting a Pilot Catalogue delivery in May



Development of the KPIs in six Working Groups

matching the six performance areas of the regulation



As a first step agap analysis aimed to research existing KPIs, both from publicly available sources and through interviews with the main stakeholders

Gap analysis

KPI development

KPI development

Pilot Catalogue Drafting

Approaches



In-depth interviews with EUC and RNE

 Understanding of the regulation, prioritisation of performance areas, proposals for contacts and reports

Literature analysis

 Research of existing KPIs through publicly available sources (PRIME, RFC KPI report, UIC etc.)

Survey on existing KPIs

 Contacts, documents, organisational structure of capacity monitoring (capacity tools)

Main identified sources for KPIs





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Through the desk analysis PRIME, RNE and RINF have been identified as the mayor sources of existing indicators

Gap analysis

KPI development

Infrastructure and equipment

 Infrastructure characteristics, contextual data

> Registers of Infrastructure (by ERA)

Main sources: RINF, PRIME



1st priority **Infrastructure capacity**

- Availability of capacity, capacity utilisation, consistency between available and demanded capacity
- High priority in the deep dive
- Main sources: PRIME, RNE



Traffic management

- Punctuality, cancellations, dwelling times
- Further specification of PRIME/RNE indicators
- Main sources: PRIME, RNE





Disruption and crisis management

- Performance and resilience of rail in crisis situation
- Effectiveness of the measures taken
- High priority in the deep dive
- Existing sources: ICM Handbook



Deployment and performance of digital services, tools and interfaces

- Deployment and usage of IT tool
- Existing sources: RNE



Compliance with regulation; regulatory oversight

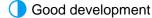
- Process monitoring compliance with rules (incl. complaints)
- No indicators yet











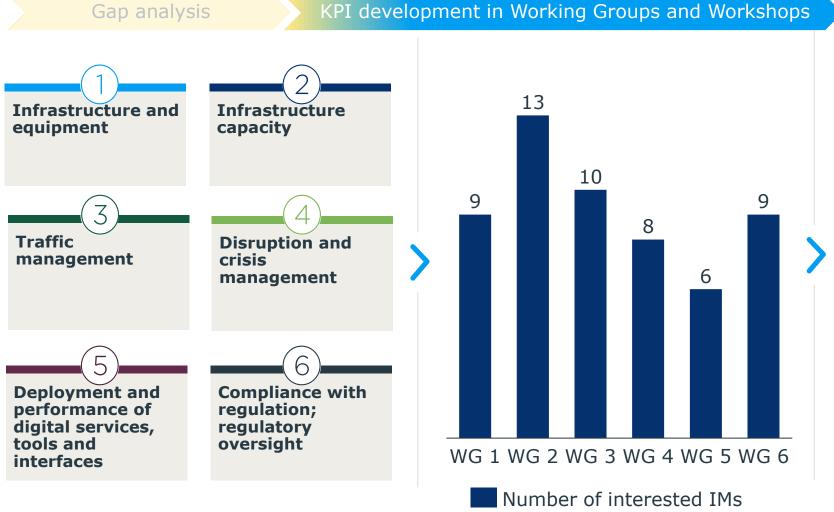


Very good development



Fully developed

The main content work will be done in the specialised Working Groups and reviewed in four joint workshops with all participants



Pilot Catalogue

Working Groups

- Review of KPIs and indicators (6)(5) identified in the gap analysis, based on :
 - Relevancy, Measurability, Clarity
- Development of new KPIs and indicators



Four Joint Workshops

- Workshop bringing all Working Group participants together
- Information sharing, joint evaluation, and strategic review

The final step is to compile all indicators into a Draft Pilot Catalogue, which will then be finalized as the Pilot Catalogue

Pilot Catalogue Gap analysis **Development of KPIs and IDs Collection in a Draft Pilot Catalogue Creation of Final Pilot Catalogue** Infrastructure and Infrastructure equipment capacity Indicator Performance area Relevant issues (indicative) Name Definition Nominator **Denominator** (ID) or KPI **Traffic Disruption and** Capacity and capabilities of the A cumulative length of all tracks 1: Infrastructure and equipmer physical infrastructure and its Total track-km maintained by the infrastructure km crisis management equipment, including deployment of TEN-T standards management Capacity and capabilities of the physical infrastructure and its Percentage of double main track- % of main track-Double track km 1: Infrastructure and equipmen equipment, including denloyment of TFN-T standards Capacity and capabilities of the 1: Infrastructure and equipmer physical infrastructure and its Total main track-km on lines Total double main track-km km w hich consist of double tracks equipment, including denloyment of TEN-T standards Capacity and capabilities of the physical infrastructure and its Total main track-km on lines Total single main track-km km equipment, including which consist of a single track denloyment of TFN-T standards **Deployment and** Compliance with physical infrastructure and its Total electrified main track- Total main track-km which are performance of regulation; km electrified equipment, including deployment of TFN-T standard digital services, regulatory Capacity and capabilities of the 1: Infrastructure and equipmer physical infrastructure and its Degree of electrification of Percentage of main track-km % of main track- Total electrified main tracktools and oversight Total main track-km total main track which are electrified km equipment, including deployment of TEN-T standards interfaces



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