

Develop a framework and performance monitoring & reporting for rail infrastructure capacity

Scoping for PRIME Deep Dive(s) on capacity performance reporting

European Commission – DG MOVE - PRIME

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The primary objective of the deep dive is to lay the groundwork for capacity-related performance review, with a focus on feasibility and relevancy

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
- › This includes the request that ENIM shall **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
 - Develop an annual European **performance review report** starting 24 months after the Regulation is effective

Objectives of the deep dive

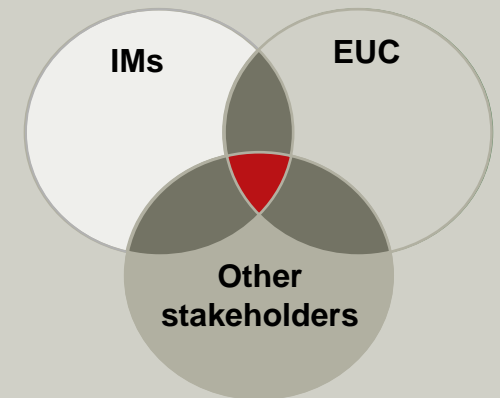


- › The objective of the deep dive into performance review of capacity is to establish a solid foundation for both the:
 - European framework for performance review
 - European performance review report

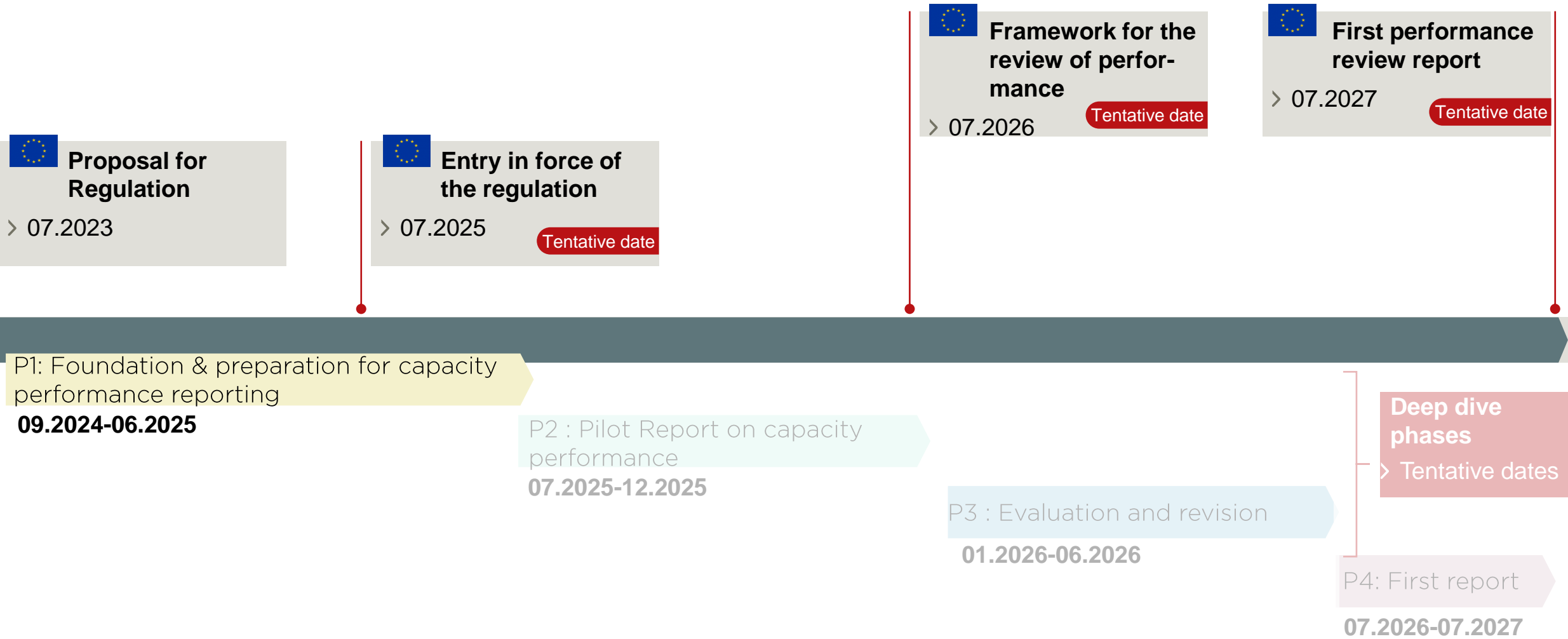
Stakeholders



- › PRIME Infrastructure Managers (IM)
- › European Commission
- › RNE
- › RU
- › Other stakeholders



For the preparation of the European framework for performance review and the subsequent report, a three-phase approach is suitable, with P1 to be launched now



In the first step, we aim to establish the foundation for the analysis by identifying what is needed, what is available, how it can be collected and who should be involved

Phase 1: Foundation & preparation for capacity performance reporting

Scope

Objective

- › Lay the foundation for the European framework for the review of performance
 - List of priority performance issues to be addressed in the performance areas set out in Annex VII
 - Performance indicators including methodology and data requirements to calculate such indicators
- › Understand what information is needed versus what is already available, and how it can be efficiently collected and worked with

Leading questions

- › What indicators (quantitative and qualitative) should be developed for the performance areas? (Refers to Annex VII)
- › Do similar inputs already exist at a European and company level?
 - RNE, PRIME, RMMS, IRG, IMs, RUs, ...
 - How are these inputs collected? (Best practices: definitions, methodologies, processes)
- › Who are the relevant contact persons and experts to develop and define the relevant issues in the capacity performance areas?

Approach: Gap analysis

Desk analysis

- › Screen the relevant issues from the performance areas and compare them with European data (PRIME, RMMS, IRG, RNE, ...)
- › Draft an initial list of priority performance issues and potential indicators derived

Focus groups and Interviews

- › Workshops targeting individual performance areas
- › Focus on: What is collected by IMs, by RUs, other? Experience, best practices? If data does not exist, how can it be collected?

Desk research
09-11.2024

Focus groups
01-04.2025

Pilot catalogue
06.2025



Result: Gap analysis, experience and best practice collection, feasibility analysis, pilot of capacity performance catalogue

The basis for the preparatory work is outlined in the performance areas listed in Annex VII of the proposal for a regulation on the use of railway infrastructure capacity

Infrastructure and equipment

- › Capacity and capabilities of the physical infrastructure and its equipment, including deployment of TEN-T standards
- › Reductions in infrastructure capacity or capability due to deferred infrastructure renewal, maintenance or repair

Infrastructure capacity

- › Capacity offer in terms of quantity and quality
- › Capacity utilization
- › Market alignment
- › Consistency between available capacity (planned or unplanned)
- › Stability of the capacity offer
- › Congested infrastructure
- › Planned dwelling times of trains at border stations

Traffic management

- › Punctuality / delays of different types of rail services, at origin, intermediate stops and destination and at operationally important locations
- › Train cancellations
- › Actual dwelling times of trains at border stations

Disruption and crisis management

- › Share of traffic that could be re-routed or re-scheduled during the disruption
- › Impact of disruptions on rail traffic in terms of delays and cancellations
- › Impact of disruptions on operators of rail services and their customers
- › Specific issues encountered (qualitative)

Deployment and performance of digital services, tools and interfaces

- › Support of the processes related to capacity, traffic and disruption management
- › Completeness and quality of the information and data provided
- › – Alignment with European architecture ERJU and Directive (EU) 2016/79

Compliance with regulation; regulatory oversight

- › Process indicators monitoring compliance with rules and procedures
- › Complaints lodged with regulatory bodies and ENRRB