



PRIME

Platform of Rail Infrastructure
Managers in **Europe**

PRIME 26

25th June 2026

**KPI's and Benchmarking Subgroup
External Report data 2024**

This year 23 participants contributed with 2024 data to this report, one more than in the previous season

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Managers in Europe



BANOR

TRAFIKVERKET
SWEDISH TRANSPORT ADMINISTRATION

LATVIJAS
DZELZCEĻŠ

adif

Iarnród Éireann
Irish Rail

Infraestruturas
de Portugal

HŽ INFRASTRUKTURA

ÖBB
INFRA

BANEDANMARK

SBB CFF FFS

Infrastruktura

Lisea
LIGNE À GRANDE VITESSE SUD EUROPE ATLANTIQUE

ProRail

DB InfraGO

SNCF
RÉSEAU

RFI
RETE FERROVIARIA ITALIANA
GRUPPO FERROVIE DELLO STATO ITALIANE

EESTI RAUDTEE
pidevas liikumises

ŽSR

Väylävirasto
Trafikledsverket

INFRABEL
Right On Track

SPRÁVA
ŽELEZNIC

PLK

LTG INFRA

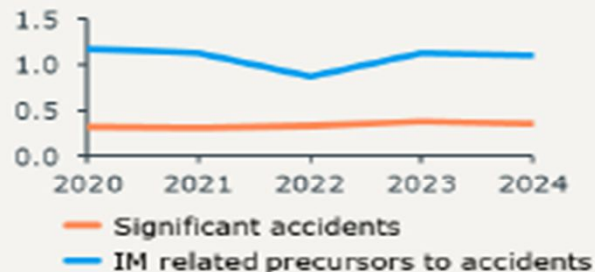
Participants in PRIME KPI Report

PRIME members

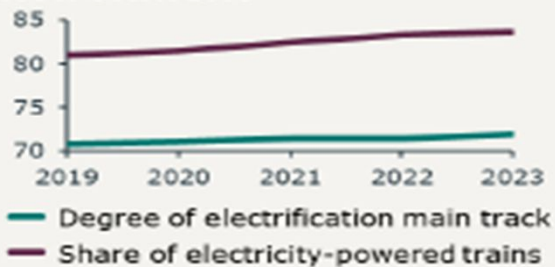
Safety & Environment

Significant accidents related to infrastructure managers have decreased slightly in 2024

Safety (accidents)



Environment



Significant accidents

0.36

per million
train-km

+ 2.7%

Electrified main track

72%

of main
track-km are
electrified

+ 0.4%



Peer group's average, 2024

IM related precursors

1.1

per million
train-km

- 1.4%

Electricity powered trains

84%

of train-
kilometres are
electricity-powered

+ 0.8%

CAGR 2020-2024

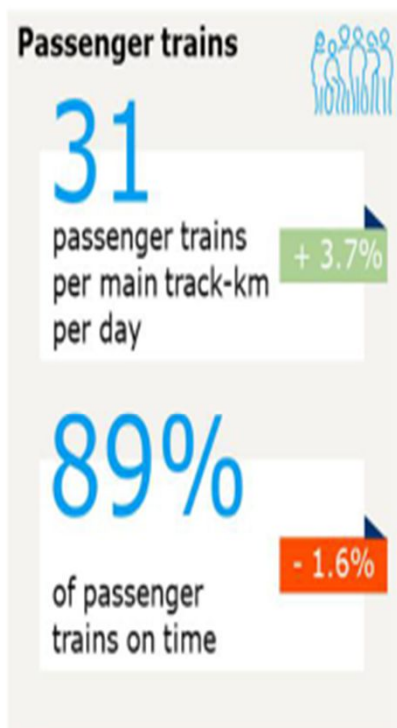
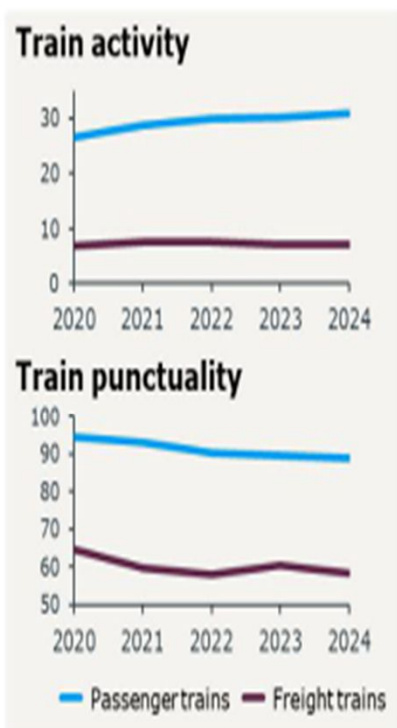
Electrification and the use of green electricity are among the most crucial steps toward reducing emissions.

Activity and Punctuality

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Freight rail growth remained subdued due to geopolitical disruptions, structural changes in supply chains, and increasing competition from road transport. These trends suggest continued pressure on freight rail performance in the coming years.



Peer group's average, 2024



CAGR 2020-2024

Since Covid Punctuality has been continuously decreasing. Punctuality trends over the period reveal a clear relationship with network utilisation.

In many high-density corridors and major nodes, capacity constraints have already been exceeded.

Large-scale renewal and expansion work contributes to the currently low punctuality levels, even though these investments are essential for long term resilience and capacity growth.

Expenditures OPEX and CAPEX

For the last two years, inflation analysis was one of the most essential parts of the internal and external report

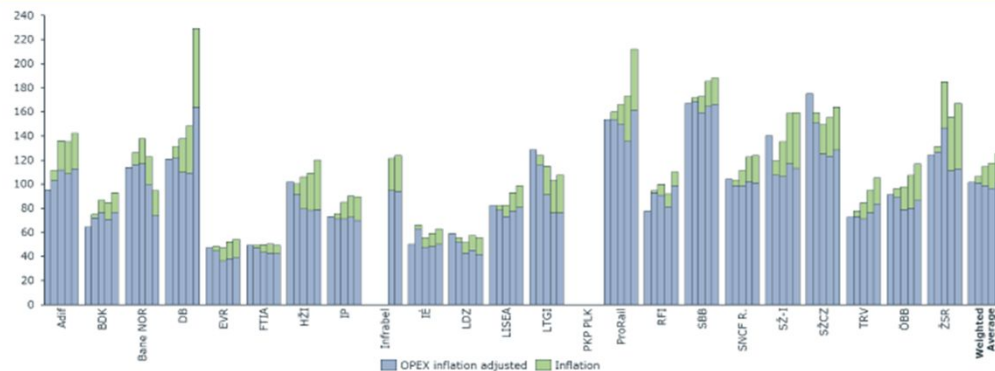
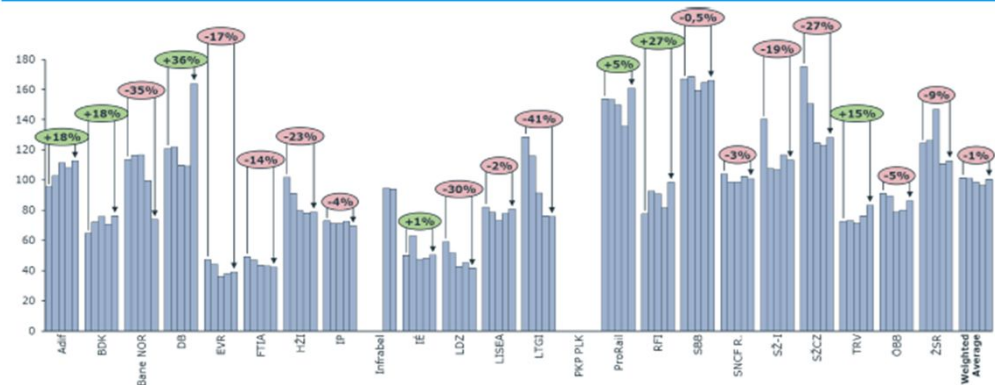


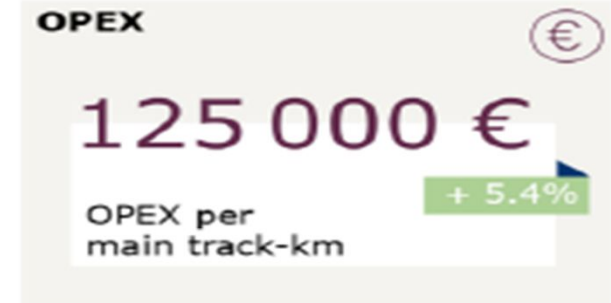
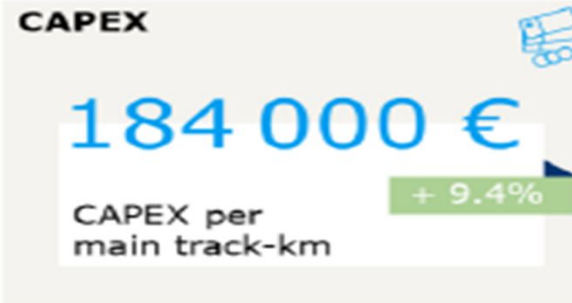
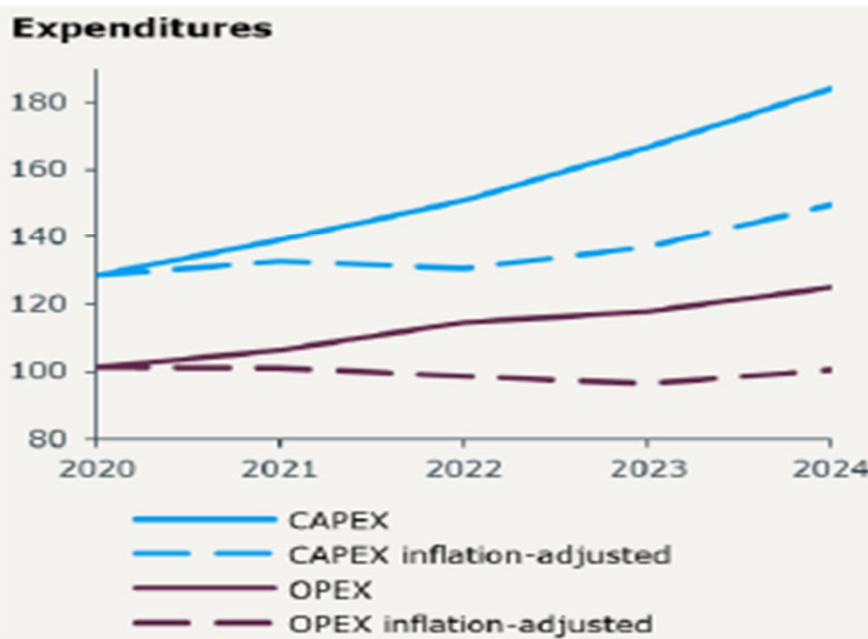
Figure 24: Inflation adjusted OPEX in relation to network size (EUR 1 000 per main track-km) in 2020-2024



Methodology

- Used inflation index: Construction producer prices or costs, new residential buildings (Eurostat) as per the decision from 64th SGM
- The analysis focuses on the last five years
- This approach allows to determine whether the increase in financial KPIs is solely due to price increases or whether it is a real growth in values
- **Selected KPIs for the inflation analysis:**
 - KPI 60 – OPEX in relation to network size
 - KPI 66 – CAPEX in relation to network size
 - KPI 80 – Total revenues - non-access charges in relation to network size
 - KPI 82 – TAC revenue in relation to traffic volume
 - KPI 125 – Maintenance and renewal in relation to network size
 - KPI 140 – Total public funding in relation to network size

Inflation can considerably impact costs over time and is beyond the control of the infrastructure manager.

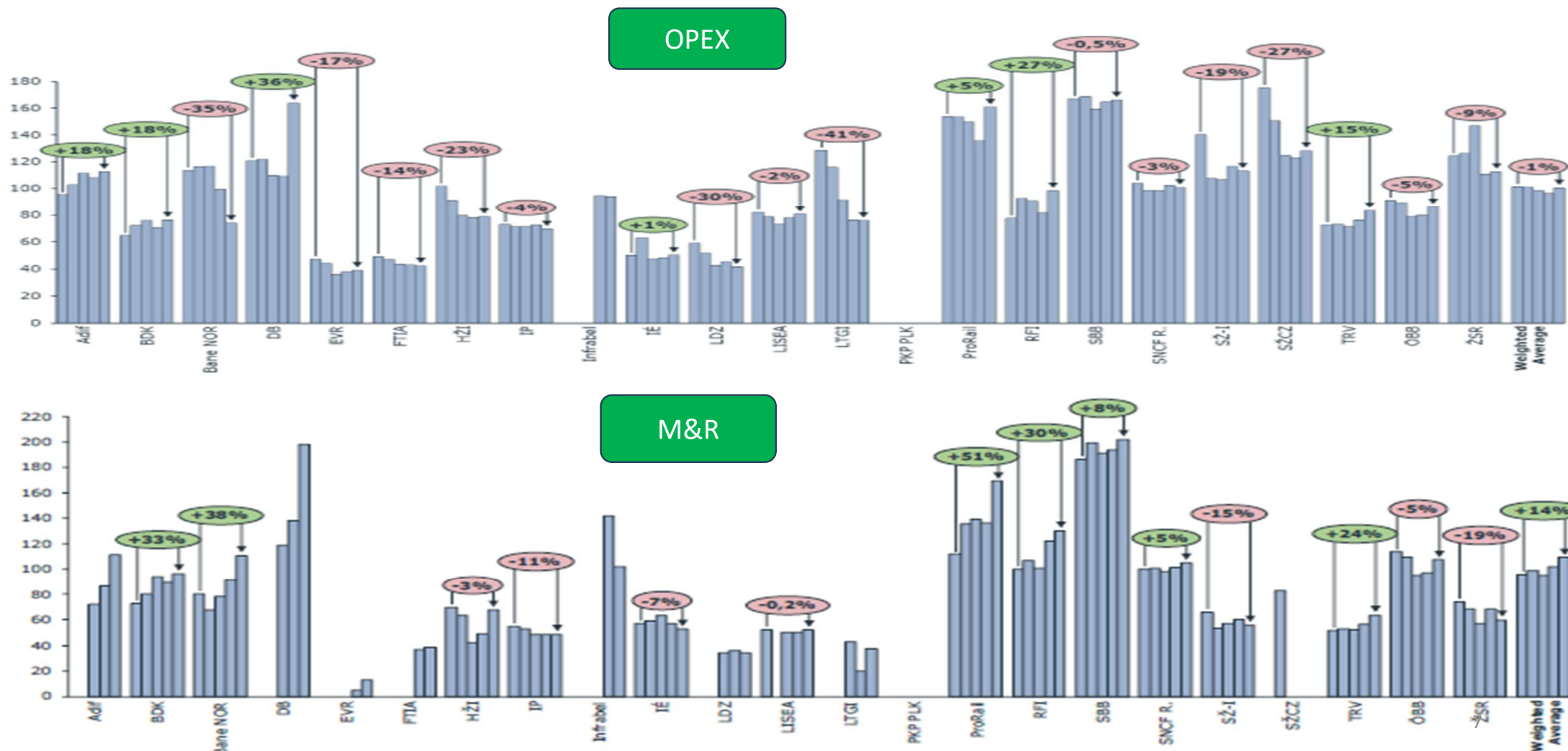


Peer group's average, 2024

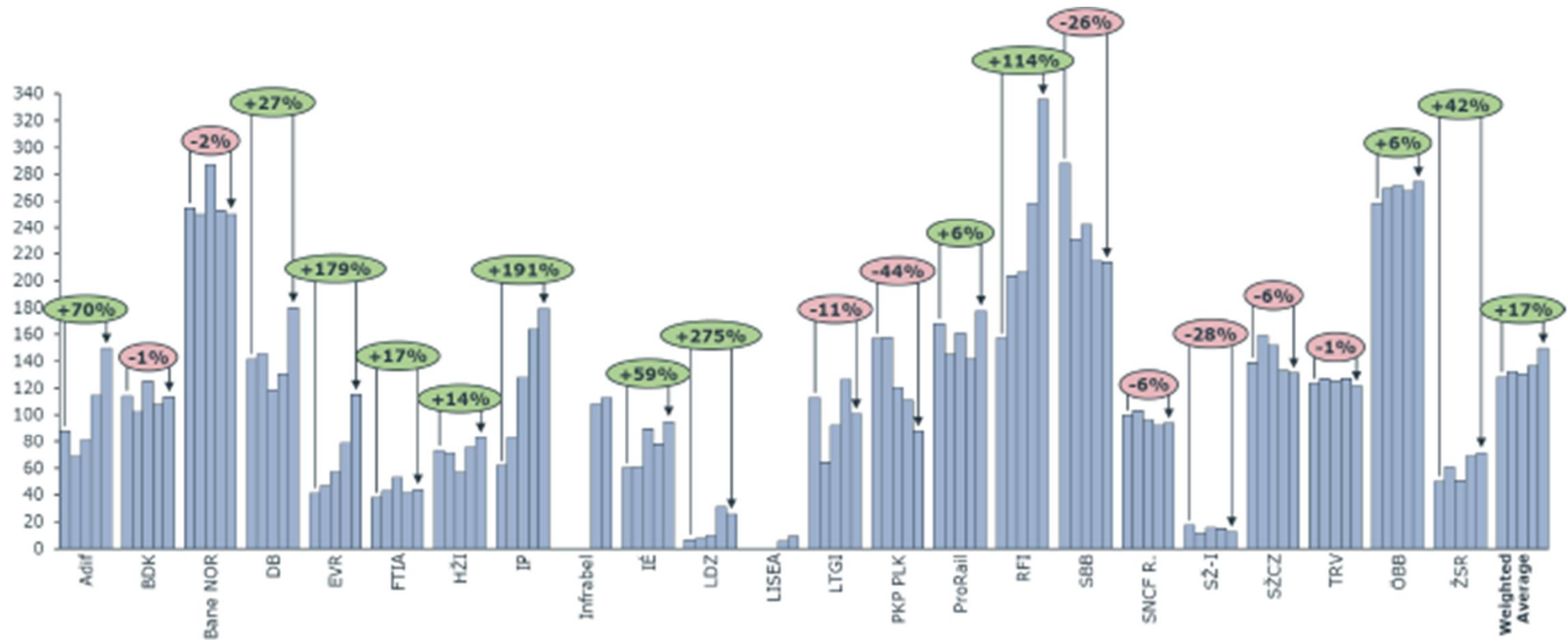
CAGR 2020-2024

After adjusting for inflation a different picture emerges especially on OPEX.

OPEX increased nominally by 19% but after inflation decreased by 1% & M&R increased by 39% and after inflation 14%.



Average capital expenditures increased by 43%
but only 17% after inflation

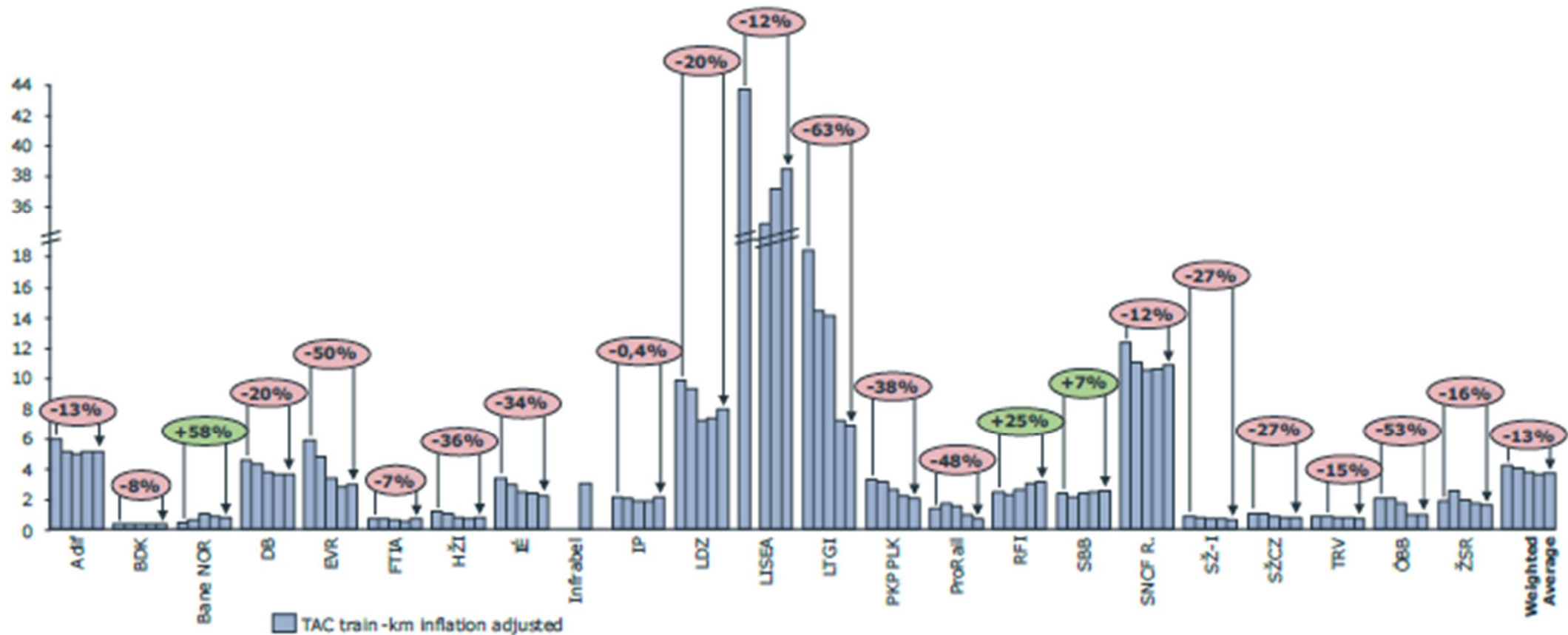


Average TAC income increased by 11%

but decreased by 13% after inflation (17% based on 2019)

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Future Initiatives

To calculate the new pilot KPIs, 4 Input IDs need to be adjusted or newly created

Condition Input data	
Condition - Failures	
Total number of asset failures (=61+62+63+64+65+66+67)	60
Total number of signaling failures	61
Total number of telecommunication failures	62
Total number of power supply failures	63
Total number of track failures	64
Total number of broken rails	481
Total number of switch defects	482
Total switch failures	483
Total number of other failures	66
Total number of structure failures	67
Total number of weather failures	65
Condition – Asset state	
Average Track age	XXX
Estimated Track service life	492
Average Switch age	493
Estimated Switch service life	494
Average Bridge age	495
Estimated Bridge service life	496
Condition – Speed restrictions	
Main track-km with permanent speed restriction	68
Main track-km with temporary speed restriction	69
Condition - Maintenance	
Tamped main track	484
Grinded main track	485
Renewed or relayed rail	486
Rail replacements due to rail defects	480
Renewed sleepers	487
Renewed ballast	488
Tamped switches	489
Grinded switches	490
Replacement of switches	491

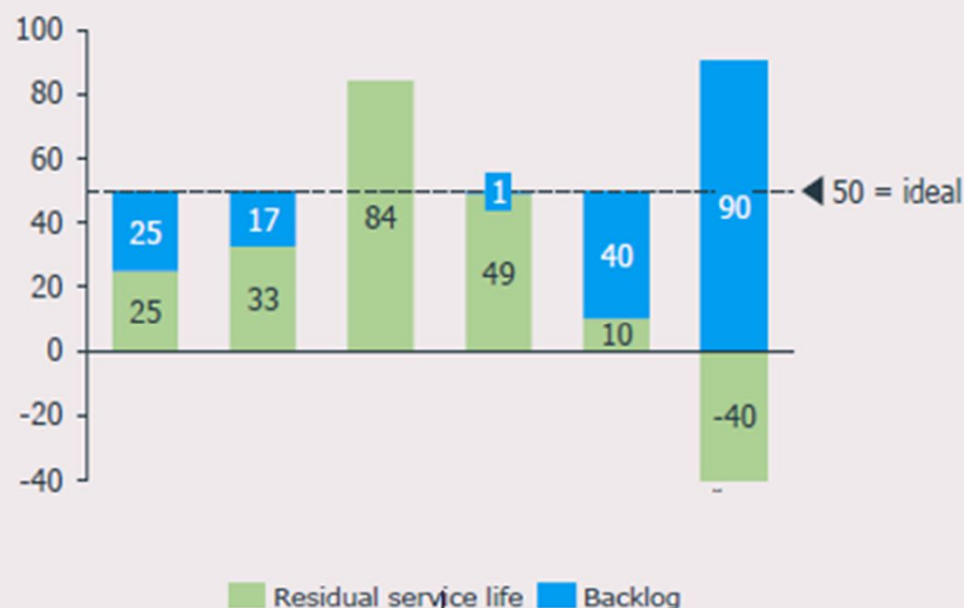
 = Draft ID from SSG NC = previously existing ID
 = Draft IDs to be adjusted/ added for next season

Switch Renewal Backlog

Definition in Catalogue 3.7: Residual switch service life in relation to total switch service life. The residual service life is a technical and not an accounting value. It is calculated as follows. (Current predicted service life – age of the asset) / Current predicted service life.

Residual switch service life and backlog

[Residual switch service life in relation to total service life, %]



Context and Discussion

a	Backlog [%]	25%	17%	0%	1%	40%	90%
b	Number of switches	3 450	2 905	94	12 704	22 388	8 237
a*b	Backlog [switches]	863	503	-	127	8 895	7 413

- The backlog expressed as a percentage can be converted into an absolute number by multiplying it by the total number of switches
- This absolute number can then be translated into a monetary value by multiplying it by the average renewal cost per switch

Future deep-dive discussion

We are exploring a future deep-dive discussion , with the aim of improving understanding of different inspection, maintenance and asset management strategies across IMs.

It would focus on inspection policies, an overview of current practices and expected developments over the next five years, particularly regarding the increasing use of sensors and data-driven maintenance.

The objective would be to compare different approaches rather than performance outcomes.

External benchmarking report publication process

- The KPI and Benchmarking group initiated a process to publish the 2023 Benchmark report earlier than 18 months after the year end at end of June (at start of summer).
- Targeted to publish on 1st May.
- Draft issued on 1 April - Each IM given 4 weeks to review and approve the Report
- The 2024 Benchmark Report was published on 5th May 2026.



Thank You