European Rail Infrastructure Managers (EIM)

Stakeholder workshop on performance schemes

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Secretary General

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European Rail Infrastructure Managers (EIM)

• Created in April 2002.
• 11 members: Finland, Sweden, Norway, Denmark, the Netherlands, Belgium, Italy, the UK, France, Portugal, Spain (and Slovenia until recently)
• 52% of EU27 lines
• 61% of EU27 rail passengers
• 40% of EU27 rail freight
• Social dimension: direct and indirect employment of over 300,000.
• Total investments of 12.5bn (2006 fig.)
European Rail Infrastructure Managers (EIM)

Our mission:

• Improve the development of the rail transport mode

• Act as a lobbying organisation towards the European Institutions and together with the industry

• Provide our expertise to the appropriate bodies including the European Rail Agency (ERA)
Our vision is to:

- Create an intra- and intermodal level playing field

- Promote the development of rail traffic

- Provide an efficient cost effective and open rail network

- Allow infrastructure managers to operate in an independent and non-discriminatory manner to facilitate optimisation of overall system cost and performance
EIM Members agree that a Performance Regime enhances competitiveness of the sector

Their common views on PRs are:

1. Objective MUST be to improve overall performance of the network.
2. Train performance MUST be measured with or without a performance regime in place.
3. Reasons for delay MUST be investigated
4. Focus on data quality initially.
5. The system must be practicable to apply.
6. Should acts of god exist?
7. A gradual introduction of compensation schemes (bonuses and penalties) should be introduced.
8. Performance Regime should be the only compensation to RUs for delays to trains
Possible contractual model

- Contract is between Infrastructure Manager and each Operator
- Each Operator has a Performance Regime which defines how to measure delays cause TO and BY that operator.

What happens when a train runs

- Each train has a schedule, agreed between IM and the RU
- This may be amended day-to-day due to planned line blockages or differing customer requirements
- Train runs actual time recorded at key locations
- Compare actual with planned time to determine Delay
If a delay occurs

- IM investigates what / where / why / who
- Every delay has a cause
- “Delay Attribution Guide” is an industry-wide document setting out the agreed rules for attribution of delays to cause
- Role of the Regulator in developing this is key

Delay attribution

- Every event causing delay is identified by a cause code and a responsibility code. It can be clearly seen which delays have been caused by:
  - The Operator
  - Their Customer
  - The Infrastructure Manager
  - Another Operator
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How delay attribution should be managed

• Attribution of delay can be challenged

• Is discussed between IM and RU in real time

• If can’t agree then there needs to be an independent industry appeal body

• The information collected through this process should be analysed and used to develop performance improvement projects
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### Summary of Delay by cause - P2

<table>
<thead>
<tr>
<th></th>
<th>EWS</th>
<th>Flr Int</th>
<th>Flr HH</th>
<th>GBRf</th>
<th>DRS</th>
<th>Advenza</th>
<th>Fastline</th>
<th>Victa</th>
<th>AMEC</th>
<th>TOTAL</th>
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<td><strong>No trains run</strong></td>
<td>19294</td>
<td>2441</td>
<td>3861</td>
<td>647</td>
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<td>49</td>
<td>40</td>
<td>37</td>
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<td>26958</td>
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<td><strong>FOC</strong></td>
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<td>34450</td>
<td>65444</td>
<td>8959</td>
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<td>610</td>
<td>1012</td>
<td>2666</td>
<td>1552</td>
<td>533662</td>
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<tr>
<td><strong>Cust</strong></td>
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<td>481</td>
<td>35621</td>
<td>1541</td>
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<td>0</td>
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<td>29742</td>
<td>29591</td>
<td>5485</td>
<td>3901</td>
<td>564</td>
<td>366</td>
<td>520</td>
<td>179</td>
<td>188000</td>
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<tr>
<td><strong>Total delay</strong></td>
<td>509441</td>
<td>64673</td>
<td>130656</td>
<td>15985</td>
<td>13404</td>
<td>1174</td>
<td>1422</td>
<td>3205</td>
<td>1734</td>
<td>872350</td>
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<tr>
<td><strong>Av delay/ train</strong></td>
<td>26</td>
<td>26</td>
<td>33</td>
<td>25</td>
<td>26</td>
<td>24</td>
<td>35</td>
<td>86</td>
<td>22</td>
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</tr>
</tbody>
</table>

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### Diagrams:
- Railway track and infrastructure
- Train on tracks
- Railway crossing
- Railway station

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**European Rail Infrastructure Managers (EIM)**
Thank you for your attention

www.eimrail.org