

European Performance Regime (EPR)

EPR is a delay-handling system for trains which cross the country border.

Two test runs went on for the EPR. The aim of the test runs was to improve data quality, as well as to cease technical and operational shortcomings. Tests were carried out on the basis of delays; penalties were based on financial matters.

In the course of the test runs still existing problems have been identified, data exchanges between partners and also the quality of data have been improved. The main goal of the regime is to improve the performance of the railway system throughout Europe, as well as to minimise railway transport disruptions.

Principles of EPR are as follows:

- It is based on delays
- imposes financial penalties
- has a corridor-based approach
- comprises also secondary delays (delays taken over from partner) and encourages the reduction of already suffered delays,
- limits penalties
- is applicable throughout the network.

Main requirement for EPR:

- shall be simple, liable, cost-effective,
- shall monitor the performance of services on the European railway network,
- shall stimulate a good behaviour of infrastructure managers and authorised applicants regarding quality conditions of services,
- shall impose penalty for not sufficient performances.

EPR imposes penalty to the train of an authorised applicant if the train exceeds the given delay tolerance limit. It is important that although penalty items grow linearly, there is a maximum value that penalties must never exceed. Penalty items vary depending on the facts that who and in what degree is responsible for the given delay. This can be well seen from the delay codes recorded in certain stations and final penalty items can be determined by proportionating.