

## European Performance Regime

- *brief summary* -

The European Performance Regime (EPR) measures the performance of international trains based on punctuality, and its incentive system is founded on bonus-malus financial flows according to the balance of delay minutes. Its main aim is to improve the quality of the European railway transportation as a complement of the existing national performance regimes.

It is a joint project of UIC (International Union of Railways) and RNE (RailNetEurope). The present stage reflects the results of 10-year-long efforts, endeavours to find consensus and testing. EPR Handbook 2013 ('Handbook for the European Performance Regime Guidelines for actual and potential users') has already analysed the adequacy with Directive 2012/34/EU (Recast) as well.

Members of the European Union are not obliged to apply this system, however, based on Recast the principles of national and European performance regimes are identical.

Legal pre-conditions of application are:

- The Infrastructure Manager provides it as an offer for every Railway Undertaking concerned (international train paths), who are not obliged to apply it.
- Network Statement is completed with the EPR principles.
- Two types of contract are needed: RNE-IM and IM-RU.

Main features of EPR:

- Based on delays
- Secondary delays including to motivate the decrease of suffered delays
- Financial penalty for bad performance
- Penalty limit
- Applicable on the whole railway network

More information:

<http://www.rne.eu/epr>

<http://www.rne.eu/european-performance-regime-epr>

[http://www.rne.eu/tl\\_files/RNE\\_Upload/Downloads/EPR/EPR%20Handbook%20%202013.pdf](http://www.rne.eu/tl_files/RNE_Upload/Downloads/EPR/EPR%20Handbook%20%202013.pdf)