



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/tm-tpm/other-activities/>

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



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

http://www.rne.eu/tl_files/RNE_Upload/Downloads/EPR/EPR%20Handbook%20%202013.pdf