

Rail infrastructure quality and performance in 2013

The information below is based on a survey conducted by CER among its infrastructure companies¹. The aim is to present the performance of Europe's infrastructure companies in 2013 compared to 2012, including important quantity, quality and financial indicators. CER intends to continue the survey on an annual basis, and will strive to further develop the Key Performance Indicators (KPIs) over time.

CER member companies manage about **160 000 km** of railway lines in Europe.



CER members represent **more than 70%** of the European rail network length.

Building a Single European Railway Network

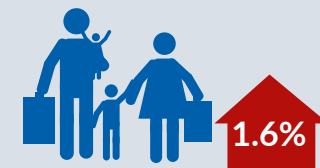


The total length of railway lines “in operation” decreased by 1% as some lines were closed or removed.

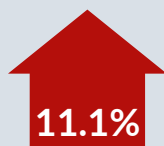


Only 0.1% of new lines were built.

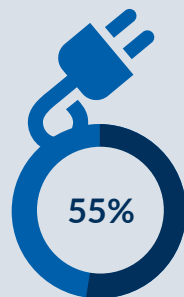
Targeting punctuality and reliability for the customer



Long distance passenger punctuality (delay ≤ 15 min), improved by 1.6%, from 91.1% to 92.6%



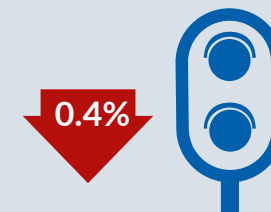
The percentage of railway lines equipped with ERTMS increased by 11.1%, from 1.3% to 1.5% of the network.



Approximately 55% of railway lines in Europe are electrified. These lines carry most of the rail transport across Europe.



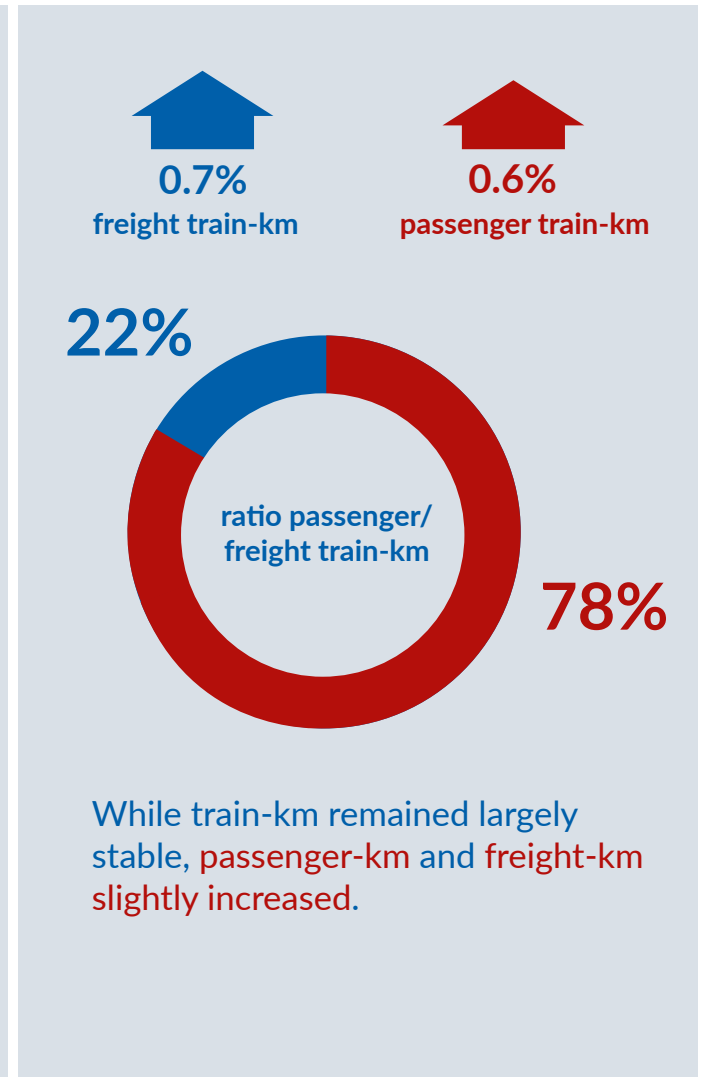
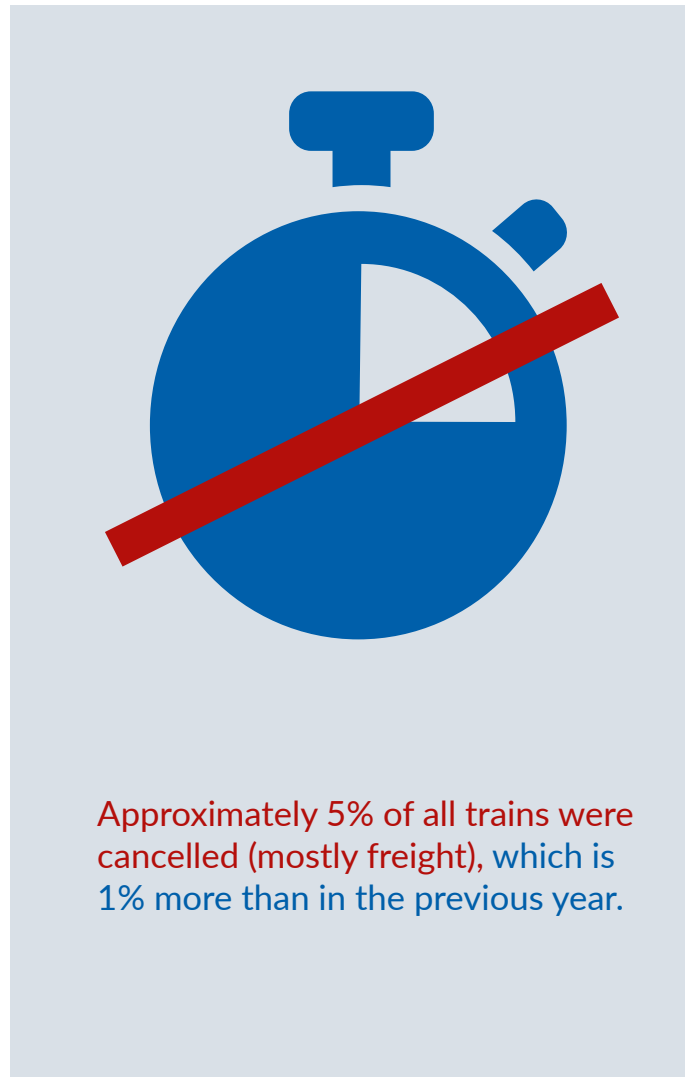
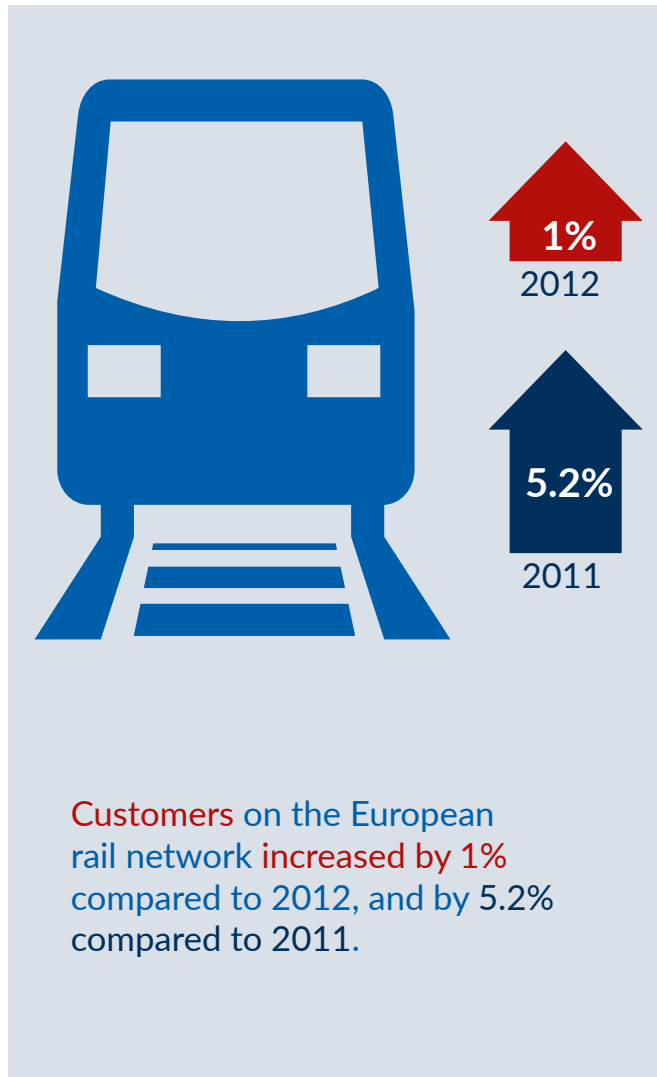
Local and regional passenger punctuality (delay ≤ 5 min), improved by 0.4%, from 92.8% to 93.2%.



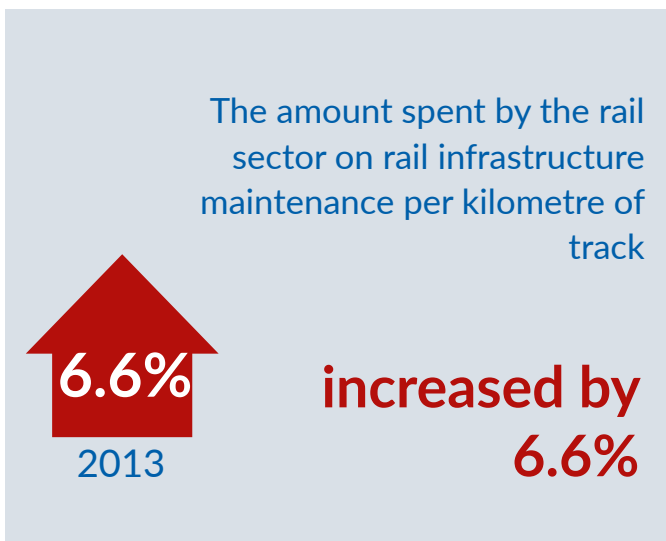
Freight punctuality (delay ≤ 30 min), worsened by 0.4%, from 80.2% to 79.8%.

¹ - The rail infrastructure managers participating in this survey include BLS, CFR, DB Netz, EVR, RFI, GYSEV, LG, MAV, ÖBB, PKP-PLK, SBB/CFF/FFS, and SZDC. As these differ slightly from the participants of the 2012 survey, the values of some of the 2012 results may also differ.

Infrastructure quality improvements needed for increased performance



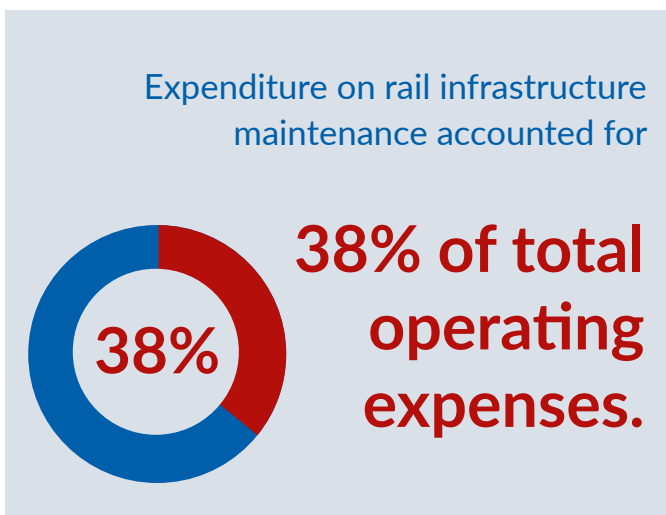
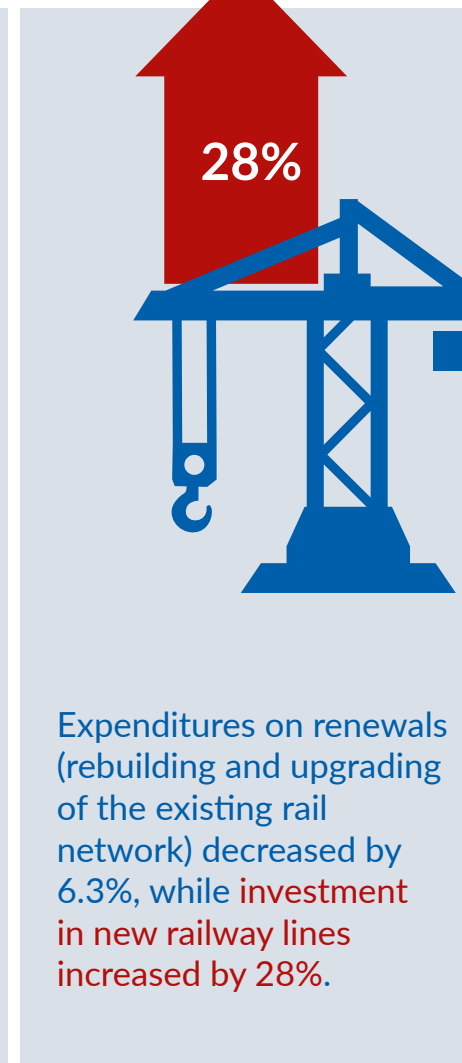
The financing of rail infrastructure



Revenue from track access charges **increased by 1.5%** and account for 34.5% of total infrastructure operating revenue (incl. state contributions).

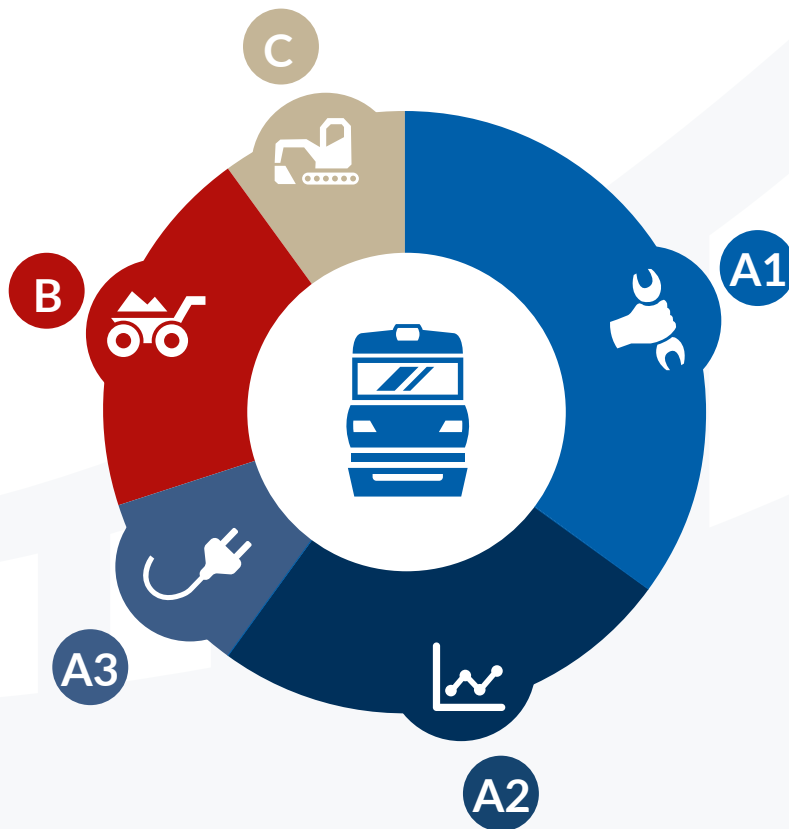


Unit operating expenses (total operating expenses/total track-km) **decreased by 3%**, from 7.7 to 7.4 EUR/train-km.



Overview of breakdown of 'total rail infrastructure expenditure'

(as defined by CER, including operating expenses and investments)



A. RUNNING EXPENDITURE (OPEX)

A1. Maintenance (including labour costs and outsourced maintenance)

A2. Operation (including labour costs and control and energy supply systems)

A3. Energy supplies (excluding traction energy)

B+C INVESTMENT

B. Rebuilding (keeping existing parameters) and upgrading

C. Construction of new assets