

# Rail infrastructure quality and performance in 2012

The information below is based on a survey conducted by CER among its infrastructure companies. The aim is to present the performance of Europe's infrastructure companies in 2012 compared to 2011, 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 60% of the European rail network length.

## Building a Single European Railway Network

**2%** The total length of railway lines decreased by 2% as some lines were closed or removed.  
**0.2%** Only 0.2% of new lines were built.

## Targeting punctuality and reliability for the customer

**0.5%** Long distance passenger punctuality (delay ≤ 15 min), worsened by 0.5%, from 91.8% to 91.3%

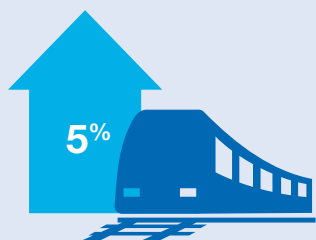
**30%** The percentage of railway lines equipped with ERTMS increased by 30%, from 1.2% to 1.6% of the network.

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

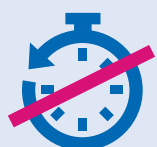
**1%** Local and regional passenger punctuality (delay ≤ 5 min), worsened by 1%, from 93.6% to 92.9%

**2.3%** Freight punctuality (delay ≤ 30 min), improved by 2.3%, from 74.8% to 76.5%

## Infrastructure quality improvements needed for increased performance



The number of customers requesting infrastructure track capacity on the European rail network increased by 5%.



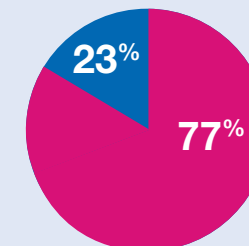
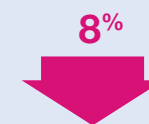
Approximately 4% of all trains were cancelled (mostly freight), which is 14.4% more than in the previous year.

Despite a 5% increase in maintenance expenditures, the total length of speed restrictions increased by 9.1%, affecting 8.8% of railway lines in Europe. This reflects the maintenance backlog accumulated over the last few decades.



freight train-km

passenger train-km



ratio passenger/freight train-km

Although train-km decreased, passenger-km remained stable while tonne-km slightly decreased. This indicates a higher load factor.

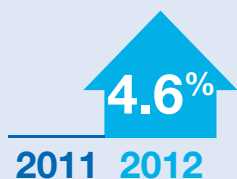
## The financing of rail infrastructure

On average, the rail sector spent

**39 600 EUR**

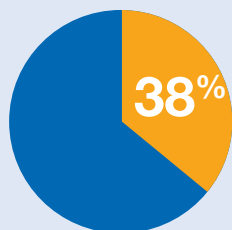
per kilometre of track on rail infrastructure maintenance

which represents an



increase of 4.6% compared to 2011,

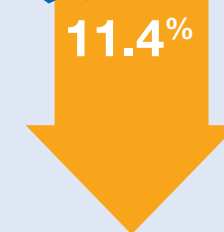
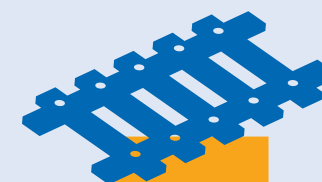
and which accounts for



38% of total operating expenses.



Unit operating expenses (total operating expenses/total track-km) decreased by 4%, from 8.1 to 7.8 EUR/train-km.



Expenditures on renewals (rebuilding and upgrading of the existing rail network) remained stable, while investment in new railway lines decreased by 11.4%.

## 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)

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### B+C INVESTMENT

B. Rebuilding (keeping existing parameters) and upgrading

C. Construction of new assets