



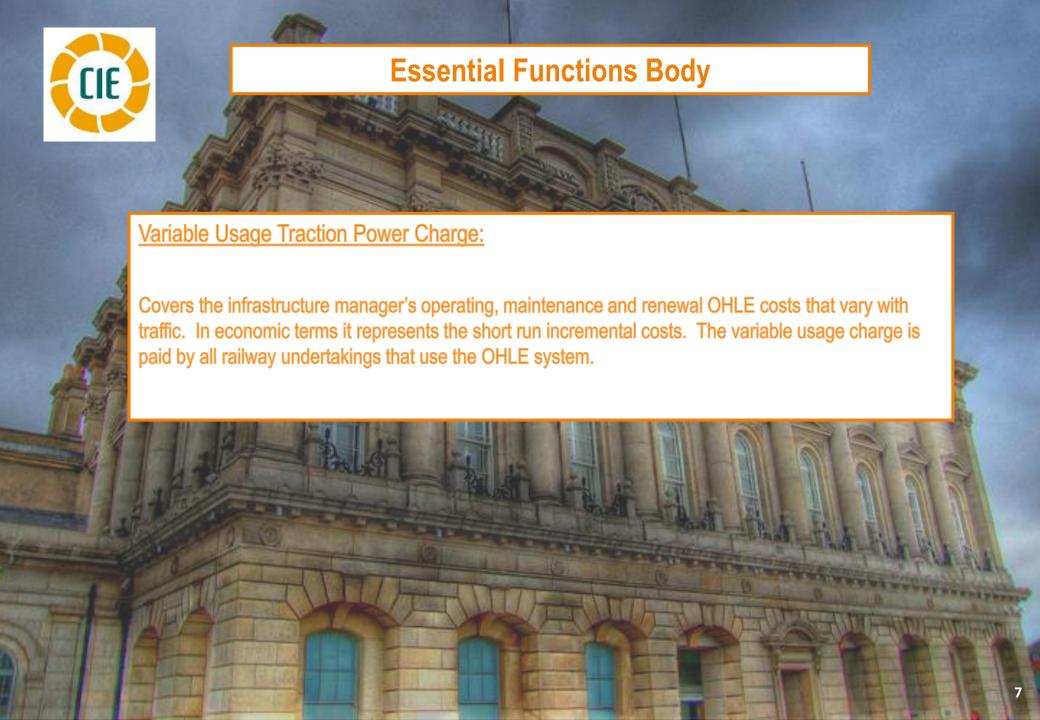
## **Essential Functions Body**

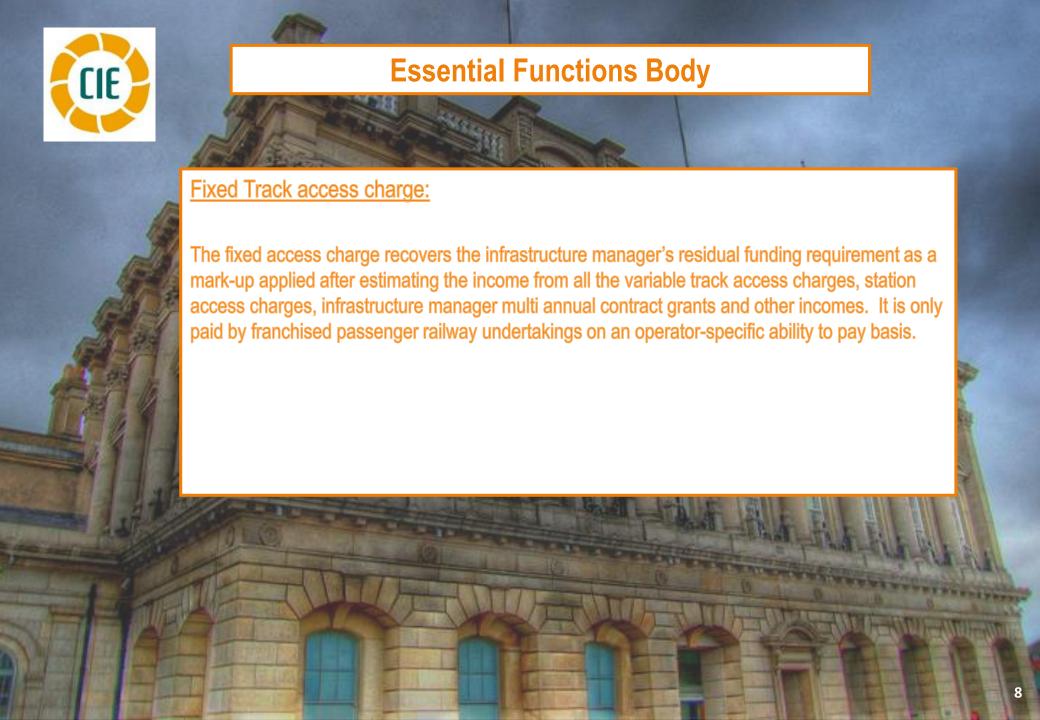
## **Charging System**

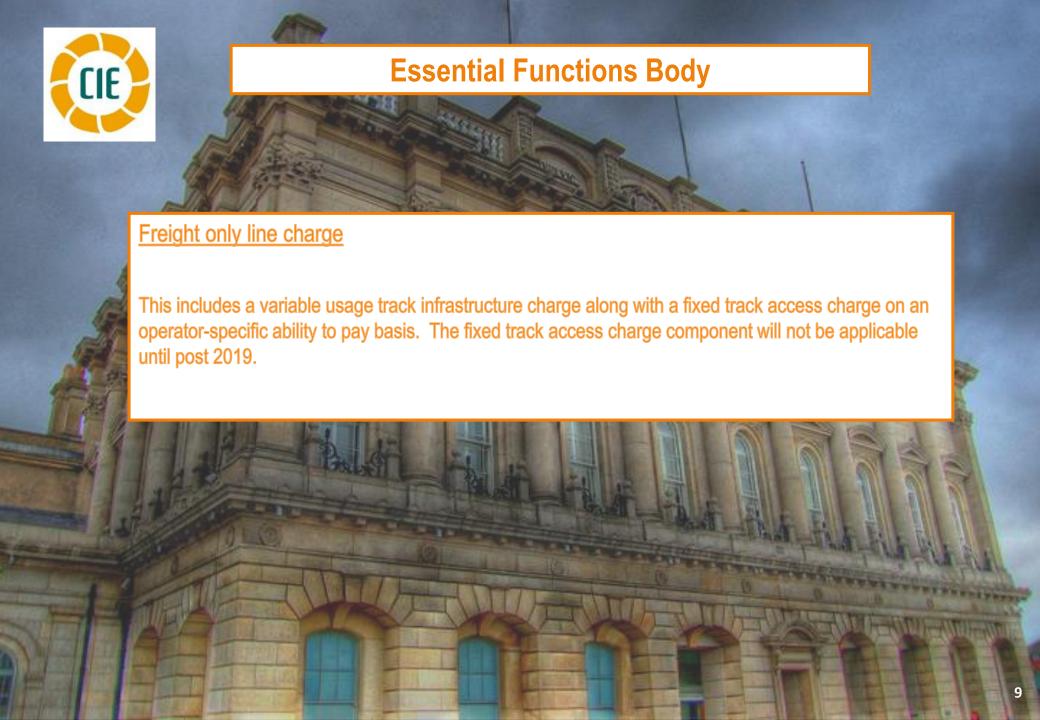
The tariff applied to services operating on the network is based on the following principles:

Variable Usage Track Infrastructure Charge

Covers the infrastructure manager's operating, maintenance and renewal costs that vary with traffic. In economic terms it represents the short run incremental cost. The variable usage charge is paid by all railway undertakings that use the Irish rail network. There is a single common charge rate throughout the entire Irish Rail network.









## **Essential Functions Body**

## **Performance Scheme**

The performance scheme seeks to "encourage railway undertakings and larnrod Eireann infrastructure manager to minimise disruption and improve the performance of the railway network".

The performance scheme is based on a monitoring and recording system whereby delays and performances affecting failures will be monitored and causation allocated to the relevant parties. The system will be transparent and an appeal process will be available to railway undertakings.

Incidents of delay are assessed on a case by case basis for the duration of the Access Agreement. The thresholds for recording of delays are as follows:

- Passenger services which arrive at destination 5 or more minutes late
- Freight services which arrive destination 30 or more minutes late

