



PRIME

Platform of Rail Infrastructure
Managers in Europe

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Managers in Europe

General Presentation
KPIs and benchmarking

5th of February 2015
Mr Jan Pettersson

Agenda

- Objective and recap from PRIME 4
- Our chosen subjects
- KPIs for Utilisation
- Financing levels
- Environment
- Working process
- KPI catalogue
- Time plan
- Transparency
- Proposal for decision



Objective and recap from PRIME 4

The ultimate objective of developing KPIs and benchmarking practices is to enhance the performance and business development of IMs.

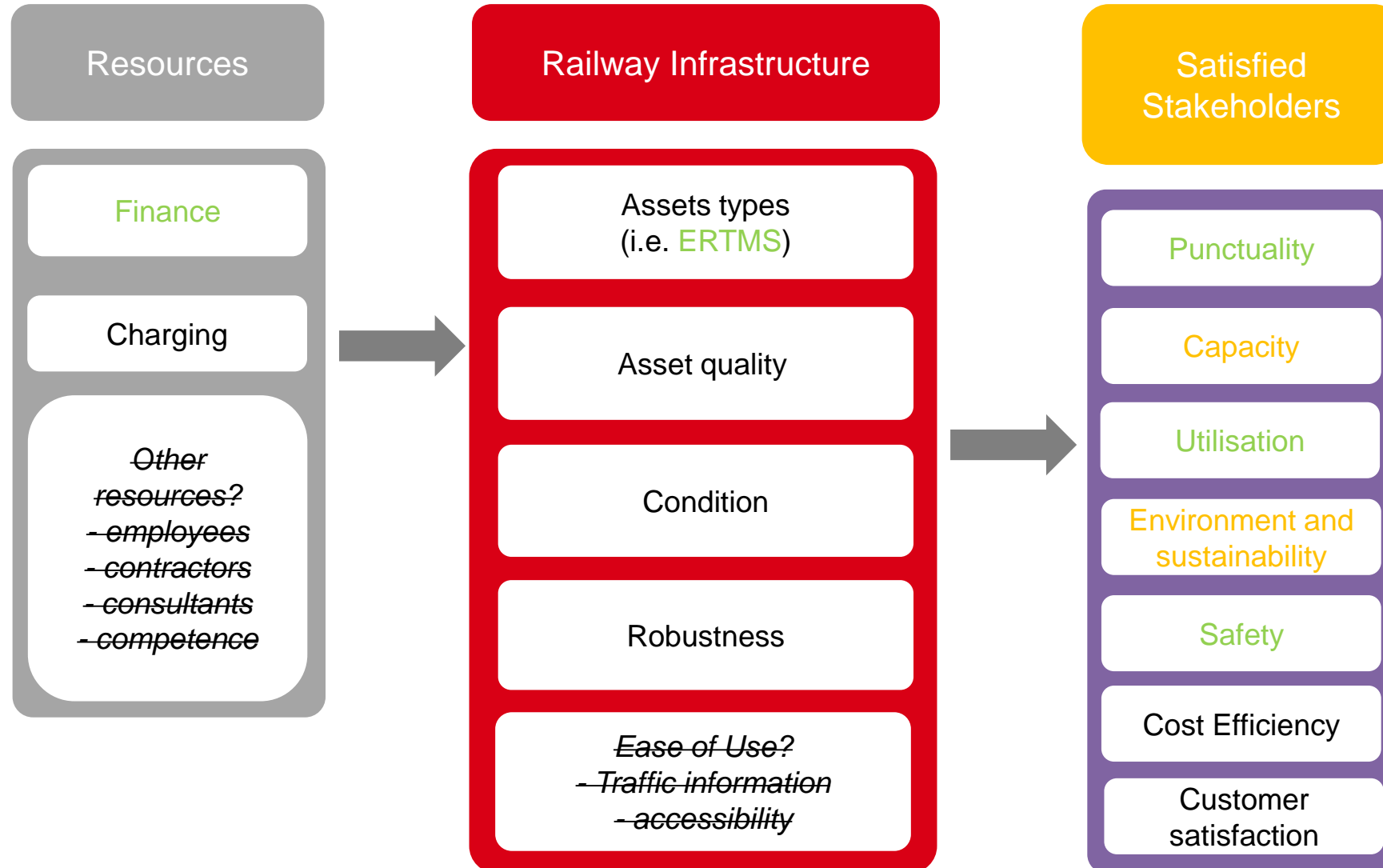
Important is to;

- Keep it simple
- Have crystal clear definitions
- Reuse from other fora
- Focus on business development for IMs
- Focus on the deliveries for customers

Conclusion;

- KPIs on ERTMS, Safety and Punctuality, including application of UIC rounding rule no 2 for data comparability was decided.
- The outcome of the KPI work (list of indicators and definitions) will be reassessed in one year.
- The suggested timeline was noted, while an update was requested for the next meeting

Our chosen subjects



KPIs for Utilisation

Nr	Title	Description	Unit for KPI	Intervals
A1	Degree of utilisation – all trains	The total number of train - km related to the total track -km of main tracks.	Total train – km relative to track-km	Annually
A2	Degree of utilisations – passenger trains	Total number of passenger train - km related to the total track – km of main tracks.	Total passenger train – km relative to track -km	Annually
A3	Degree of utilisations – freight trains	Total number of freight train - km related to the total track –km of main tracks.	Total freight – train – km relative to track -km	Annually
A4	Utilisation – Gross tonnage	Total number of gross tonnage related to the total main track -km.	Gross tonnage relative to track -km	Annually

KPIs for finance – Background data

The finance will be presented as background data in the benchmarking material together with other background data i.e. track km, train km etc. instead of having KPIs. This because of the variation in background between countries and also risk of overlapping the subject cost efficiency.

Total IM income	Sum	%
Funding from government	Sum	%
Grants from the EU	Sum	%
Charging	Sum	%
Rents from properties	Sum	%
xxx	Sum	%
Other incomes	Sum	%
	Tot	100%

Total IM expenditures	Sum	%
<u>Operating expenditures</u>	Sum	%
<u>Capital expenditures</u>		
Renewals	Sum	%
Enhancements (existing lines)	Sum	%
Investments in new lines	Sum	%
Overhead expenditures	Sum	%
	Tot	100%

- **Includes:**
 - Define each income and expenditure category
 - Decide which assets to include (probably all, but the ones that only a few IMs are responsible for have to be “marked”.)
 - Use existing standards and terminology as far as possible
 - Use existing reporting to Central Bureaus of Statistics in each country (check if definitions are coordinated)
 - Use existing reporting to UIC, Eurostat etc. that are obligated to all IMs to attend

Proposed Environmental & Sustainable KPIs

KPI 1: Relationship between used electric and diesel trains on the network

- *Unit: %*
- *Based on train-kilometres*
- *Calculated from the total train-kilometres*

KPI 2: CO2 Emissions from IM

KPI 3: Noise Emission (reflecting to EC directive regarding noise emission)

KPI 4: Waste Management

KPI 5: Environmental incidents

We suggest that above suggested subjects are interesting for further work regarding clarifications and definitions as Environmental & Sustainable KPIs

Working process

- Good dialog, interested and supporting members
- We wish to do 2 pilots, so adjustments in KPIs and the members also get time to do adjustments before the benchmarking starts
- The members wants to have workshops where we invite their experts to the subgroup.
- The members needs more support "back home".
- Change of time plan is requested

Suggested timeline

No 5 Utilisation

No 5 Financial levels

No 6 Environment June 2015

No 6 Capacity

No 6 Costs efficiency

Pilot 1 starts

No 7 Charging Nov 2015

No 7 Asset quality

No 8 Condition Feb 2016

No 8 Robustness

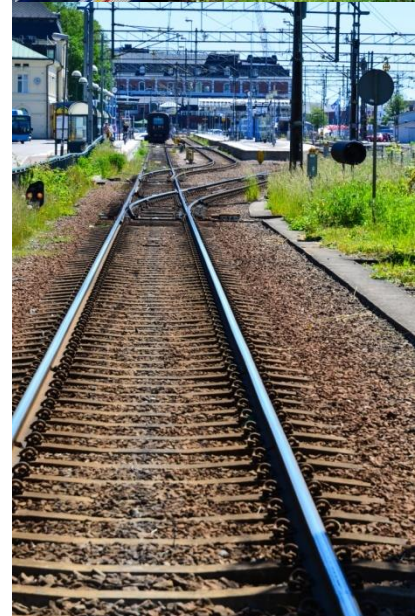
No 8 Pilot 1 reporting

Pilot 2 starts

No 9 Customer satisfaction June 2016

No 10 Pilot 2 reporting Nov 2016

Benchmarking starts 2017



Transparency of KPIs & Benchmarking

- Agreed KPIs and definitions will be published when the benchmarking is completed
- Results: Yearly publish a report with results of the benchmarking and make it available by name.
- Work in Progress: meetings, notes and opinions of individual IM's should not be made publicly available because this limits the degree of freedom in the meetings and can also cause confusion and misunderstanding.



KPI Catalogue – More to do!

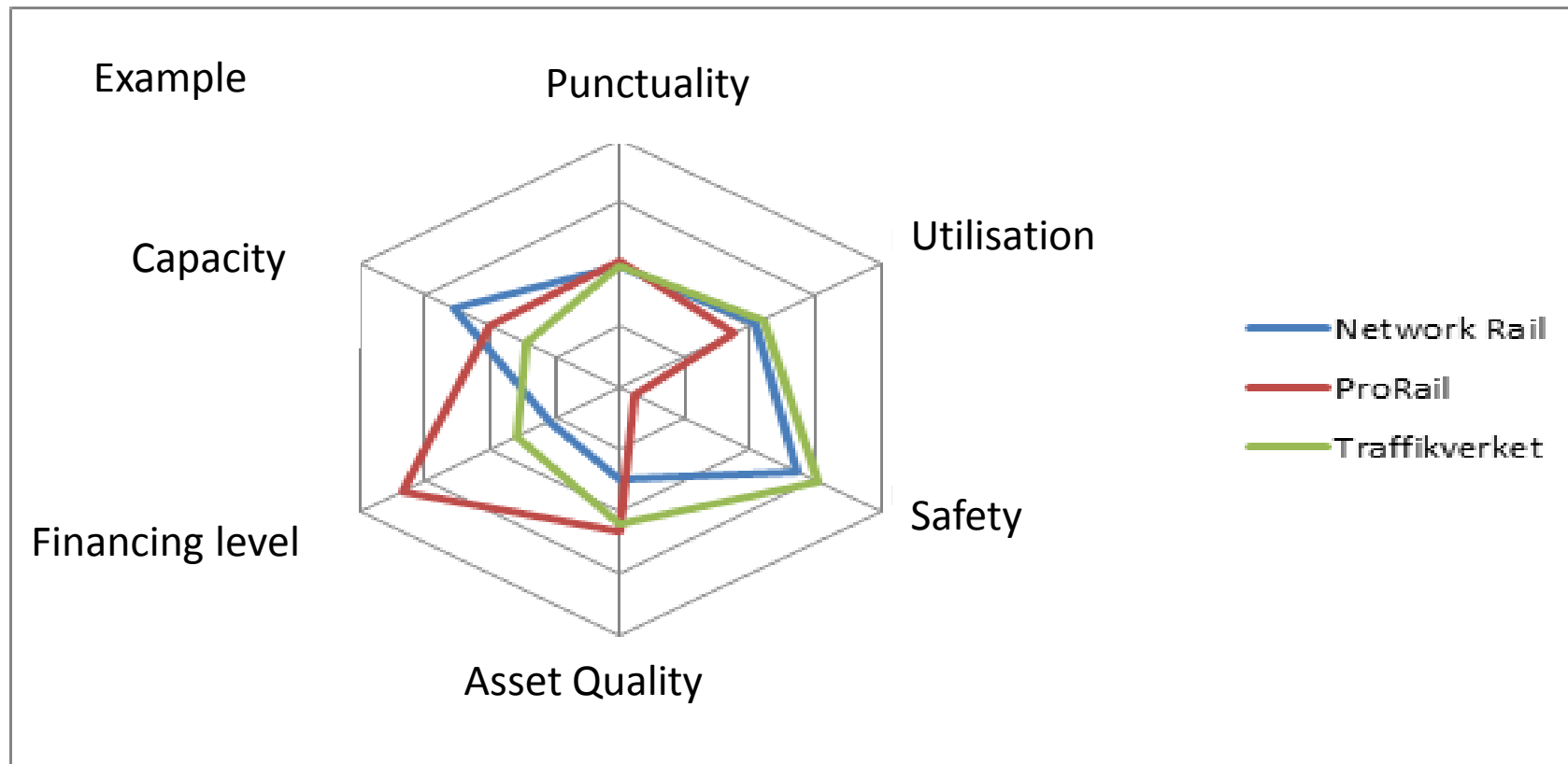
We have a good start material but the following must be added to the catalogue;

- More explanations to the content for every subject
- Deeper description for every KPI
- Purpose for every KPI – Answer on "why this KPI?"
- Decide which background data
- Clarify the relations between the chosen subjects



Public presentation of KPIs-results

If our KPIs will be public we prefer not present the result in a “ranking list”, since this is not a competition and instead use radar-charts. “Make it harder to pick out single KPIs from its contexts”.



Proposal for decision

PRIME members are asked to discuss and agree upon;

- a) the presented KPIs on utilisation
- b) the presented process for financing levels as background data
- c) the presented subjects for KPIs on environment
- d) the presented working process
- e) the presented timeline
- f) the presented process for transparency of the project and its results