

Iarnród Éireann/Irish Rail Access Charging System & Performance Regime



Iarnród Éireann/Irish Rail Access Charging System & Performance Regime

1. Services

1.1 Introduction

Railway undertakings will be entitled to the minimum access package and track access to service facilities and supply of services as described in Annex II of EU Directive 2001/14.

1.2 Minimum Access Package

The minimum track access package will comprise:

- handling of requests for infrastructure capacity
- the right to utilize capacity which is granted
- use of running track points and junctions
- train control including signalling, regulation, dispatching and the communication and provision of information on train movement
- all other information required to implement or operate the service for which capacity has been granted.

1.3 Track access to service facilities and supply of services

Track access to services facilities and supply of services shall comprise:

- a) Use of electrical supply equipment for traction current, where available;
- b) Refuelling facilities;
- c) Passenger stations, their buildings and other facilities;
- d) Freight terminals;
- e) Marshalling yards;
- f) Train formation facilities;
- g) Storage sidings;
- h) Maintenance and other technical facilities

1.4 Provision of Services

A specific charge will be imposed for the usage of electricity supply but the availability of other services listed in 1.3 will be negotiated with individual railway undertakings i.e. the ability of Iarnród Éireann to supply all the listed services is limited because of the size and scope of the existing network. However, where available the services will be provided and charged for. The payment shall be equitable for all railway undertakings.

1.5 Additional and Ancillary Services

Directive 2001/14 also lists a number of additional and ancillary services which may be provided. Iarnród Éireann is not obliged to supply such services and its capability to supply them is limited. However, Iarnród Éireann will consider, without commitment, any specific requests made for them.

2. Charges

2.1 Charging Principles

The charges for use of infrastructure are governed by Section 16 of Statutory Instrument 55 of 2010 (European Communities (Railway Infrastructure) Regulations 2010). This regulation stipulates in Section 16.1 thereof that the infrastructure charge shall be payable to the infrastructure manager and shall be used to fund infrastructure maintenance and the operations of the infrastructure manager in its capacity as infrastructure manager. Section 16.5(a) recommends that the infrastructure charge for the minimum access package and access to service facilities referred to in Annex 2 (of Directive 2001/14) shall be set at the cost that is directly incurred as a result of operating the train service.

2.2 Charging System

The minimum access package charge is based on the maintenance and renewals expenditure on railway infrastructure comprising:

- Direct Maintenance, inspection and upkeep of track and associated facilities
- Direct renewal works of track and signalling facilities

Excluded from these costs are in direct costs of maintenance and renewals, capital investment, funding and depreciation costs. A usage elasticity is applied to calculate the percentage of the direct maintenance and renewals cost which comprise "*the cost that is directly incurred as a result of operating the train service*"

2.3 Tariffs

2.3.1 Tariffs for essential services

The tariffs for essential services cover the right of access, the right to make train path reservations and the right to run trains on the railway infrastructure, including all the services listed in Section 1.2.

The Iarnród Éireann network is divided into individual sections of line or groups of homogenous sections of line. A homogenous group is defined as being a series of operating sections which together are related in terms of their technological and operational characteristics, the type of service which they provide and their cost structure. The lines and groups are illustrated in Figure 2.

Tariffs are applied to services operating on these lines at the rates per gross tonne kilometre quoted in Table 1. The amount payable for each rail journey is related to the gross tonne kilometres over each section of line. The amount is the sum of the values of all the sections covered, calculated by multiplying the gross tonne kilometres operated by the applicable charge for each section. The map in Figure 2 sets out the geographical extent of each section of the network.

Table 1 below details the gross tonne kilometre charge for each section of the network.

Table 1: Tariffs for sections of line in € per gross tonne kilometre

	Section	Minimum access charge per tonne km excluding electric traction	Minimum access charge per tonne km for electric traction
1	Intercity	€ 0.0088	€ -
2	DART	€ 0.0095	€ 0.0004
3	Commuter	€ 0.0110	€ -
4	Branch Lines	€ 0.0200	€ -
5	Freight Only	€ 0.0098	€ -

2.3.2 Reservation Charges

A reservation charge is required as part of the path application payable by the RU as a bond or equivalent of 5% of the access charge along with an application fee of € 750. If the railway undertaking does not make use of a train path allocated to them then the proceeds of the bond (or equivalent) will go to the infrastructure manager. The amount of bond/equivalent forfeited by the railway undertaking should not exceed the cost of processing the application (€ 750 application fee) and the amount of lost earnings as a result of the non-utilisation of the train path.

2.3.3 Mark-up Charges and Discounts

Mark-up charges and discounts are not proposed for the period of this network statement the option will be considered in the future but undertakings will be consulted in advance.

2.3.4 Tariffs for additional services

2.3.4.1 Traction Power

The tariff for use of traction power on the DART network is €1.25 per train kilometre.

2.3.4.2 Shunting

If applicable the costs associated with shunting will be based on the number of staff allocated to the task, the time duration factored by the appropriate hourly rate.

2.3.4.3 Use of stations and yards

Specific charges have not been identified for use of station and yards. These costs are included in the minimum access package charge.

2.3.4.4 Additional ancillary services

Iarnród Éireann is not obliged to supply such services and its capability to supply them is limited. However, Iarnród Éireann will consider, without commitment, any specific requests made for them

2.4 Performance Regime

The performance regime aims at reducing disturbances to a minimum and to promote efficiency in the services allowing for a better operating performance.

The performance regime will be based on a monitoring and recording system whereby delays and performance affecting failures will be monitored and causation allocated to the relevant parties. The system will be transparent and appeal processes will be available to undertakings and conciliation mechanisms available.

Incidents of delay will be assessed on a case by case for the duration of this network statement. The thresholds for recording of delays are as follows:

- DART services any train that arrives at destination over 5 minutes late
- Commuter services (i.e. Northern Commuter, Maynooth Commuter, Docklands / Clonsilla Commuter and Heuston Commuter services) any train that arrives at destination over 5 minutes late.
- Mainline passenger services any train that arrives at destination over 10 minutes late.
- Freight services delayed by over 15 minutes.

The delays recorded will be attributed to the relevant party in accordance with the Delay Attribution Guide – see Annex 1 – Delay Attribution Guide.

Railway Period (thirteen periods to each year) targets for performance of each Railway Undertaking and the Infrastructure Manager will be assigned to promote reduction of disturbance and increased operating performance. Targets will be set and reviewed annually in alignment with each timetable period. The targets will cover a budget for delay minutes attributed, cancellations as a percentage of services and punctuality on arrival at destination. The targets for each party can be found in Annex 2 – Performance Targets.

Where Railway Undertakings fail to achieve their target performance penalties will be imposed as a percentage of the minimum access package charge to compensate for disruption. Where Infrastructure Manger performance is below target, Railway Undertakings will receive a discount to the minimum access charge package in order to compensate for disruption.

2.5 Invoicing

Railway undertakings will be invoiced on a monthly basis. Invoices shall be paid within 30 days of the invoice date.

ANNEX 1 – Delay Attribution Guide

1. Attributable Categories in the delay attribution regime:

- IÉ Passenger (railway undertaking) - P
- IÉ Freight (railway undertaking) - F
- Enterprise (NIR & IÉ) (railway undertaking) - NIR
- IÉ Infrastructure (infrastructure manager) – INF
- Non attributable - NA

Delay Causation Description	Attrib. Party	Primary Delay Code	Secondary Delay Code	Delay Causation Description	Attrib. Party	Primary Delay Code	Secondary Delay Code
Operations							
Awaiting driver	P	101	102	WLC Commuter Service	P		
Awaiting guard	P	103	104	WLC Steam Spl	P		
Awaiting signalman	INF	105	106	WLC Spl	P		
Awaiting gatekeeper	INF	107	108	WLC Ety DMU Movements	P		
Late placing	P	109	110	Wheelchair ramp	P		
Crew changing	P	111	112	Wheelchair Passenger no Staff	P		
Delayed by Freight	F	113	114	Driver Error	P		
Attaching	P	115	116	Driver Issue	P		
Detaching	P	117	118	Guard Error	P		
Passenger delays	P	119	120	Excessive dwell times	P		
Van traffic delays	F	121	122	Late Start	P		
Heavy train	P	123	124	Congestion at Kildare	P		
Repulling	P	125	126	Carriages			
Door open	P	127	128	Carriage defect	P	201	202
Awaiting crew	P	129	130	Mark III Doors	P	203	204
Awaiting buses	P	131	132	Van problems	P	205	206
Signalman error	INF	133	134	Brake fault	P	207	208
Passed signal at danger	P	135	136	Hot box	P	209	210
Shunting	P	137	138	Lighting problem	P	211	212
WLC DART	P	139		Heating problem	P	213	214
Awaiting platform	P	140	141	Train late ex maintenance	P	215	216
Awaiting train set	P	142	143	Wagon defect	F	217	218
Late connection	P	144	145	EMU OHLE Trip	P	219	220
Extra stops	P	146	147	Changed carriage link	P	223	224
WLC light Engine	P	148		Xing pt delay carriage	P	225	
WLC Empty Train	P	149		Mark IV Door trouble	P	226	227
WLC Mainline Service	P	150		Mark IV Brake trouble	P	228	229
Late Crossings	P	151	152	Control car fault	P	327	328
Sundry Operational Problems	P	153	154	DVT fault	P	329	330
Awaiting Host	P	155	156	Locomotives			
Signal protection	F	157	158	Loco failure	P	301	302
No drivers report	P	159	160	Loco fault	P	303	304
Inappropriate prioritisation of services CTC	INF	161	162	Late loco	P	305	306
Delay not in DIR	P	163	164	Inadequate Power	P	307	308

Delay Causation Description	Attrib. Party	Primary Delay Code	Secondary Delay Code	Delay Causation Description	Attrib. Party	Primary Delay Code	Secondary Delay Code
No driver	P	165	166	Radio/GDC	P	309	310
Timetable Error	INF	167	168	Tail lamps	P	311	312
Changed Link	P	313	314	Cattle on line	INF	715	716
Train radio fault	P	331	332	Sheep on line	INF	717	718
XING pt delay loco	P	333		Engineering work	INF	719	720
ICR's				Block joint fault	INF	721	722
ICR Failure	P	350	351	Obstruction on line	INF	723	724
ICR Trouble	P	352	353	Pilot working	INF	725	726
ICR Door Trouble	P	354	355	Temp S.R.O.	INF	727	728
ICR Brake Trouble	P	356	357	Emergency S.R.O.	INF	729	730
EMU's				WLC Ballast train	INF	731	
EMU Failure	P	321	322	WLC Mot	INF	732	
EMU Trouble	P	336	337	Breather Plate Fault	INF	733	
DMU's				Horses on Line	INF	734	735
DMU Failure	P	319	320	Accommodation Gate open	INF		
				Miscellaneous			
DMU set had to be fuelled	P			Bridge strike	NA	801	802
DMU fault	P	323	324	Road accident	NA	803	804
DMU Door fault	P	325	326	Accident at level X	NA	805	806
DMU toilets o/o/o	P	334	335	Accident at station	NA	807	808
Connolly Valeting Plant				Accident on train	NA	809	810
Connolly Valeting Plant	P	n/a	n/a	Passenger fault	NA	811	812
Seasonal				Passenger ill	NA	813	814
Slipping	NA	401	402	Vandalism	NA	815	816
CAWS				Communication cord	NA	817	818
CAWS	P	338	339	Bad weather	NA	819	820
Signal & Electrical				Flooding	NA	821	822
Track fault	INF	501	502	Landslide	NA	823	824
Points fault	INF	503	504	Industrial dispute	NA	825	826
Signal fault	INF	505	506	Bomb alert	NA	827	828
Computer fault	INF	507	508	Checking line	NA	829	830
False hotbox alarm	INF	509	510	Fog	NA	831	832
Axle counter fault	INF	511	512	Fatality on line	NA	833	834
Power failure	INF	513	514	Fire near line	NA	835	836
S.P.T.Fault	INF	515	516	Fallen tree	NA	837	838
Level Crossing Camera's o/o/o	INF	517	518	Late ferry	NA	839	840
Blockworking	INF	519	520	Derailment	INF	841	842
Telecoms	INF			Suspected landslide	INF	843	844
ATP	INF			Accident on train	P	847	848
S&E Projects	INF			Checking train	NA	849	850
ETS/Block				Trespassers on line	NA	851	852
Block o/o/o	INF	601	602	Timetable Error	INF	853	854
ETS failure	INF	603	604	Match at Lansdowne Rd.	NA	855	856
New Works				Line Obstructed by Debris	NA	857	858
New Works	INF			Animals on Line	NA	859	860
Civil Engineering				ESB Power Failure	INF		
Broken rail	INF	701	702	Time loss in running	P	315	316
Temporary speed restrictions	INF	703	704	Unexplained	NA		
OHLE Problems	INF	705	706	Procurement	NA		
Late possession	INF	707	708	NIR			
SLW for engineering work	INF	709	710	Loco problem NIR	NIR	901	

Delay Causation Description	Attrib. Party	Primary Delay Code	Secondary Delay Code	Delay Causation Description	Attrib. Party	Primary Delay Code	Secondary Delay Code
Ballast train failed	INF	711	712	Wagon problem NIR	NIR	902	
Mot mc failed	INF	713	714	CGE Problem NIR	NIR	903	
Signal Problem NIR	NIR	904					
CCE Problem NIR	NIR	905					
Security Alert NIR	NA	906					
SLW NIR	NIR	907					
Late ex NIR	NA	908					
WLC NIR Suburban	NA	909					
NIR Speed Restrictions	NIR	910					
NIR Power Failure	NIR	911					
Vandalism NIR	NA	912					
Engineering Works NIR	NA	913					
Bridge Strike NIR	NIR	914	915				
Level Crossing Strike NIR	NIR	916	917				
Obstruction on Line NIR	NIR	918					
Driver Error NIR	NIR						

ANNEX 2 – Performance Targets

1.0 Performance Targets – Railway Undertakings

IÉ Network Section	Target % for all services to arrive at their final destination within 5 Mins of scheduled	Target % for all services to arrive at their final destination within 10 Mins of scheduled	Operator
Dublin- Belfast		90%	NIR & IÉ Intercity
Dublin – Cork		90%	IÉ Intercity
Dublin – Limerick		90%	IÉ Intercity
Dublin – Galway		90%	IÉ Intercity
Dublin – Westport/ Ballina		90%	IÉ Intercity
Dublin – Tralee		90%	IÉ Intercity
Dublin – Rosslare		90%	IÉ Intercity
Dublin – Sligo		90%	IÉ Intercity
Dublin – Waterford		90%	IÉ Intercity
DART - Morning Peak (0700 - 1000)		90%	DART
DART - Evening Peak (1600 - 1900)		90%	DART
DART – Overall 88.6%	87%		DART
Maynooth - Morning peak (0700 - 0900)		90%	IÉ Commuter
Maynooth - Evening peak (1600 - 1900)		90%	IÉ Commuter
Northern - Morning peak (0700 - 1000)		90%	IÉ Commuter
Northern - Evening peak (1600 - 1900)		90%	IÉ Commuter
Kildare - Morning Peak (0700 - 1000)		90%	IÉ Commuter
Kildare - Evening Peak (1600 - 1900)		90%	IÉ Commuter

Percentage of Scheduled Services Delivered	
Operator	Target
IÉ Intercity	98%
DART	98%
IÉ Commuter	98%
NIR	98%

Delay Minute Targets – Railway Undertakings and Infrastructure Manager

The tables below are the delay targets per railway period (13 periods in one year) for each RU.

IÉ INTERCITY – Average Delay per Period based on 2009 periods 1-13

	Incidents			Delay Minutes		
	Primary	Secondary	Total	Primary	Secondary	Total
IÉ Infrastructure	121	127	248	1,851	2,421	4,272
IÉ Passenger	82	79	159	1,372	1,624	2,957
IÉ Freight	1	4	5	7	60	67
NIR	14	1	15	277	2	279
Non Attributable	38	30	68	666	514	1,180
Minutes in dispute	8	1	9	209	45	254
TOTAL	264	242	504	4,382	4,666	9,009

IÉ DART – Average Delay per Period based on 2009 periods 1-13

	Total Delay Minutes
IÉ Infrastructure	685
IÉ Passenger	1,335
IÉ Freight	1
NIR	106
Non Attributable	850
Minutes in dispute	0
TOTAL	2,977

IÉ Commuter Northern Average Delay per Period based on 2009 periods 1-13

	Incidents			Delay Minutes		
	Primary	Secondary	Total	Primary	Secondary	Total
IÉ Infrastructure	27	77	104	128	711	839
IÉ Passenger	88	67	155	654	515	1,169
IÉ Freight	0	1	1	0	1	1
NIR	10	7	17	35	31	66
Non Attributable	34	55	89	197	355	552
Minutes in dispute	4	2	6	44	4	48
TOTAL	163	209	372	645	1,115	1,760

IÉ Commuter Southern Average Delay per Period based on 2009 periods 1-13

	Incidents			Delay Minutes		
	Primary	Secondary	Total	Primary	Secondary	Total
IÉ Infrastructure	24	50	74	173	479	652
IÉ Passenger	32	43	75	189	285	474
IÉ Freight	1	3	4	2	20	22
NIR	0	0	0	0	0	0
Non Attributable	6	12	18	17	35	52
Minutes in dispute	0	0	0	0	0	0
TOTAL	63	108	171	381	819	1,200

2.0 Railway Undertaking Performance Penalty for Failure to Achieve Delay Minute and Punctuality Targets

2% Penalty of the RU's Access Charge for the network section

3.0 Infrastructure Manager Poor Performance Railway Undertaking Discount

2% Discount of the each RU's Access Charge for the network section