

EPR VALIDATION TOOL GUIDE

1.	<u>INTRODUCTION</u>	4
2.	<u>DELAY CODING</u>	5
3.	<u>GENERAL DESCRIPTION OF THE VALIDATION PROCEDURE</u>	5
4.	<u>REQUIREMENTS</u>	9
5.	<u>USER AUTHENTICATION</u>	9
6.	<u>MAIN WINDOW</u>	12
7.	<u>ACCESS TO THE FUNCTIONS/PAGES MENU</u>	12
8.	<u>GENERAL INFORMATION ON THE PAGES VIEW POSSIBILITIES</u>	13
8.1	SCROLL BARS	13
8.2	DISABLE AUTO-REFRESH	13
8.3	DISPLAYING THE TITLES OF THE COLUMNS	14
8.4	SELECT/DESELECT A ROW	14
8.5	ROWS FILTERING FUNCTIONS	14
8.6	SORTING, COLUMN HIDING AND GROUPING FUNCTIONS	15
9.	<u>EPR TRAIN RUNS PAGE</u>	16
9.1	CONTENT OF THE TABLE	17
9.1.1	MARKER FOR EXCLUDED TRAINS	17
9.1.2	REFERENCE TRAIN NUMBER	18
9.1.3	INFORMATION ON THE TRAIN	18
9.1.4	INFORMATION ON THE EXCLUSION	18
9.1.5	ADDITIONAL INFORMATION ON THE TRAIN	18
9.2	USERS' ACTIONS	18
9.2.1	EXECUTION OF EXCLUSION PROCESS	19
9.2.2	MANUAL EXCLUSION OF A TRAIN	19
9.2.3	TRAIN INFO PAGE	19
10.	<u>DELAY CODE VALIDATION PAGE</u>	20
10.1	CONTENT OF THE TABLE	21
10.1.1	SAME INFORMATION AS IN THE EPR TRAIN RUNS TABLE (SEE 9.1.1).	21
10.1.2	INFORMATION ON THE DELAY	21
10.1.3	INFORMATION ON THE DISPUTE OF A DELAY	21
10.1.4	INFORMATION ON THE STATUS OF A DELAY CODE	21
10.1.5	INFORMATION ON THE INVOLVED PARTIES	22
10.1.6	ADDITIONAL INFORMATION ON THE TRAIN	22
10.1.7	DISPUTE LOG	22
10.1.8	CONTEXT MENU	22
10.2	WHICH DATA CAN A USER SEE?	23

10.2.1	WHICH TRAINS CAN A USER SEE?	23
10.2.2	WHICH DELAY CODES CAN A USER SEE?	23
10.3	USE OF THE EPR VALIDATION TOOL FOR NATIONAL VALIDATION	23
10.4	USER'S ACTIONS – DISPUTE OF A DELAY	24
10.4.1	CHANGING THE DELAY CODE STATUS	24
10.4.2	FILLING IN A DISPUTE LOG	26
10.4.3	AFTER THE DISPUTE	34
10.5	USER'S ACTIONS – MODIFY DELAY	34
11.	<u>BASIC TRAIN INFORMATION</u>	35
11.1	TRAIN OVERVIEW	36
11.1.1	GENERAL INFORMATION ON THE TRAIN	36
11.1.2	EXCLUSION	36
11.1.3	DEPARTURE	36
11.1.4	DESTINATION	36
11.2	SEGMENT OVERVIEW	38
11.2.1	GENERAL INFORMATION ON THE TRAIN	38
11.2.2	RESPONSIBLE PARTNERS	38
11.2.3	START OF SEGMENT	38
11.2.4	END OF SEGMENT	38
11.2.5	GENERAL INFORMATION ON THE SEGMENT	38
11.2.6	CALCULATED DATA	39
11.3	COMPANY OVERVIEW	39
12.	<u>TRAIN INFO PAGE (TIS)</u>	40
13.	<u>CALCULATION PAGE</u>	41
14.	<u>SHORTCOMINGS</u>	42
14.1	LOADING	42
14.2	ERROR	42
15.	<u>HELP AND SUPPORT</u>	44

1. Introduction

This document is the manual for the use of the web-based validation application developed within the frame of the European Performance Regime (EPR) project. The validation application is part of the so-called EPR tool which was built with the aim to allow the EPR partners to carry out the procedures composing the EPR model. For details about the EPR process see Section 3 of the Handbook for the European Performance Regime (EPR) Guidelines for actual and potential users (the so-called “EPR Handbook”)

The EPR tool was developed as an add-on of the so called Train Information System¹ (TIS), formerly known as Europtirails.

This document describes the validation tool in details. For the calculation application, please refer to the EPR Calculation Tool Guide.

¹ For more information about TIS please refer to: http://www.rne.eu/index.php/tis_operations.html

2. Delay coding

The IMs participating in the EPR system are required to provide TIS (and thus, EPR) with delay reasons coded according to the UIC Leaflet 450.2 (see Section 4 of the Handbook for more information). This can be done directly (using the UIC coding list in the national coding systems) or through the use of a translation table.

The UIC Leaflet 450.2 contains the so-called cross border delay codes, which are used to attribute the responsibility of delays occurred in one network to causes originated in a neighbouring network:

- Code 40: caused by the previous IM
- Code 41: caused by the next IM
- Code 70: caused by the previous RU
- Code 71: caused by the next RU
- Code 84: caused by external cause in the next network

3. General description of the validation procedure

In general terms, the validation tool's purpose is to support the validation of the so-called "cross-border" delay codes (see paragraph 2) by the partners whom have been indicated as responsible for such delays. The validation of national codes is normally done at national level. Nonetheless, the Validation tool can be used for the validation of national delay codes as well, if so chosen by the concerned IM.

Besides the validation of the cross-border delays, the EPR tool also displays all delay codes for the entire train run. Consequently every partner is informed about the quality problems all along the corridor and can react in accordance.

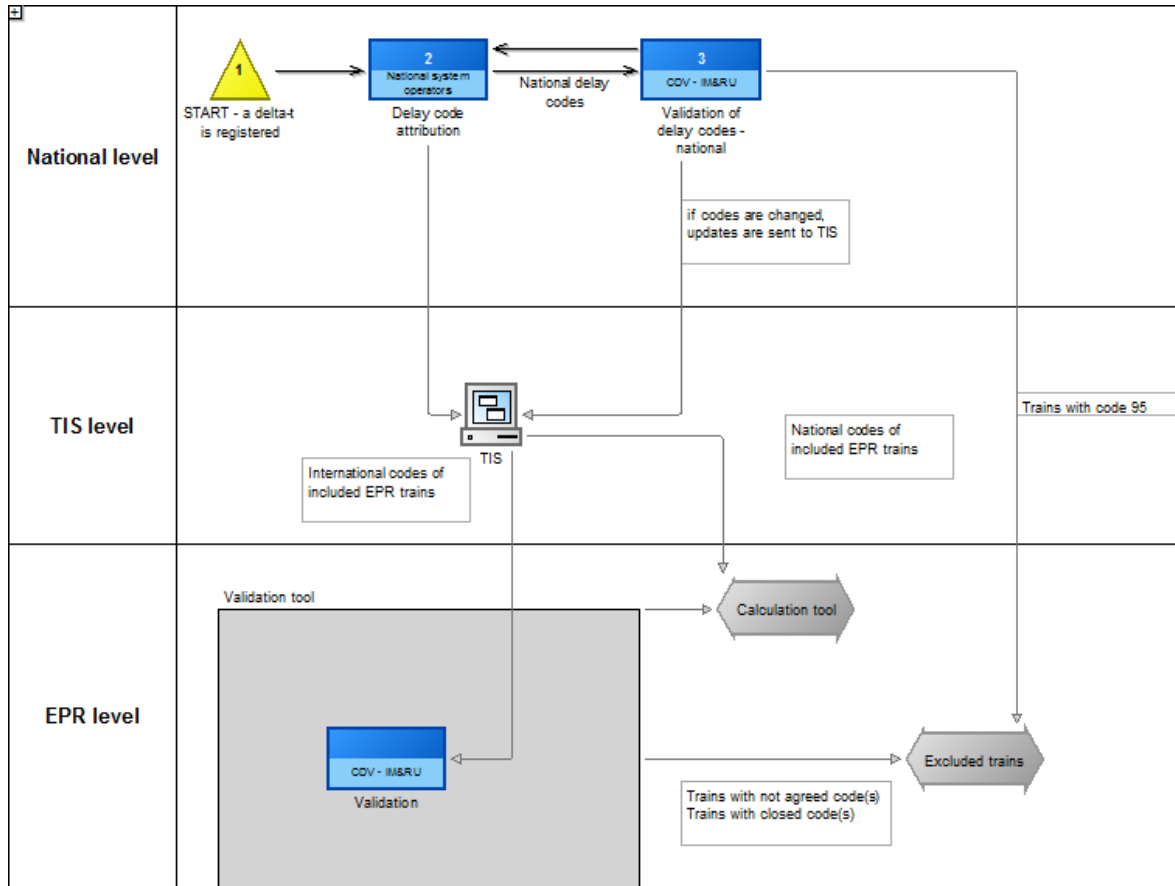
Only the delay codes referring to trains whose data are complete and correct should be validated during the validation phase.

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Below, a simplified scheme of the validation procedure.



Picture 1 – simplified scheme of the EPR validation procedure

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In more detail (see also picture 2): the validation tool displays, to each partner, the train runs where a delay labelled with one of the cross-border delay code has been attributed to such a partner. If the tool is also used for national validation, the partner can see the delays occurring on the whole train run as well.

Each partner has the possibility:

- to accept the delay code explicitly or by leaving it untreated. The delay is considered as accepted at the end of the validation period
- to dispute the delay cause and to propose a different delay code and/or a different responsible partner. In this case the dispute procedure starts; the tool gives the possibility to record the reasons for disputing or other information in the “dispute log” (see also paragraph 9.4.2 below).

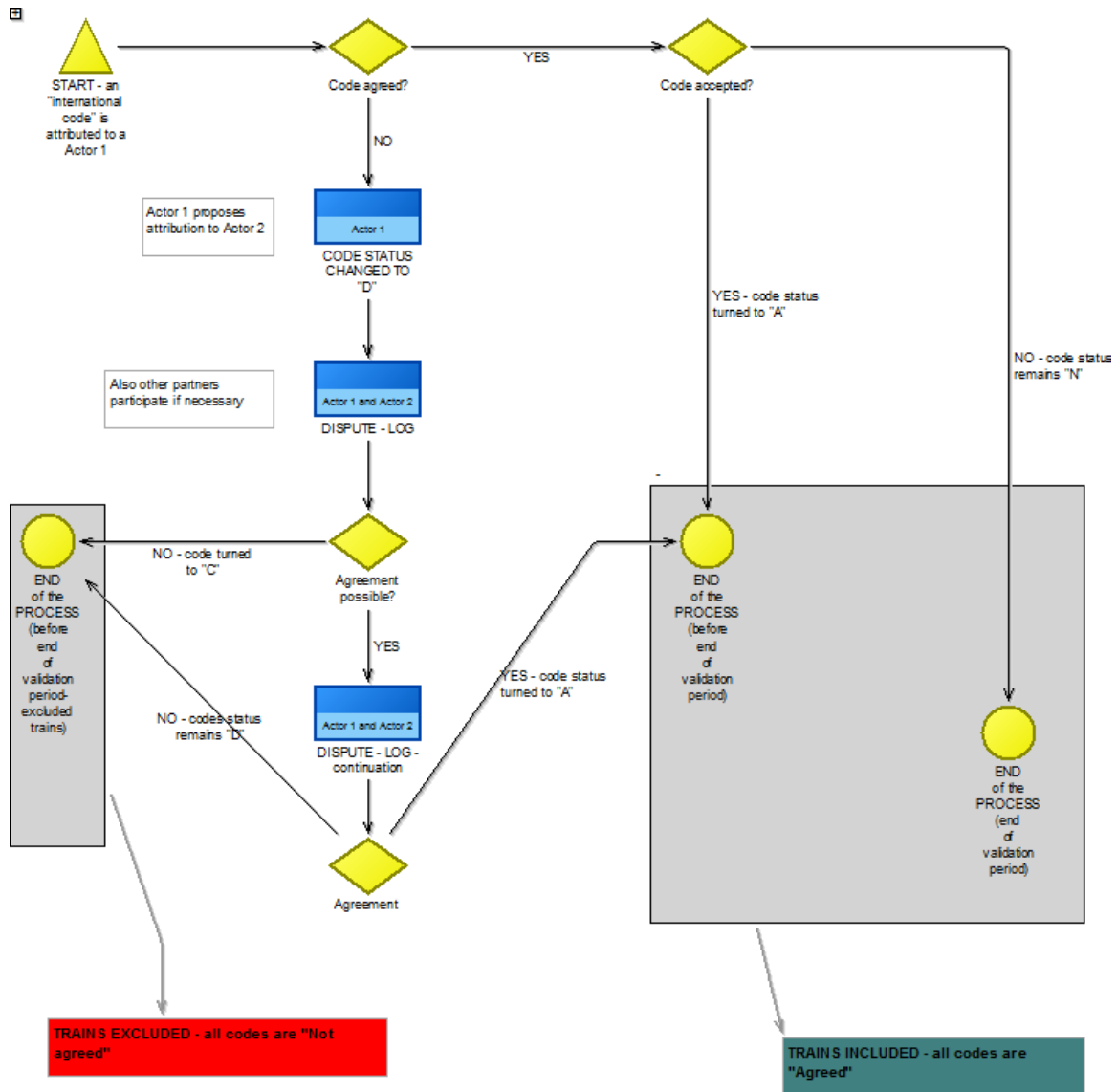
At the end of the validation period the result can be:

- delay agreed: considered as accepted at the end of the validation period
- delay not agreed: considered as not agreed at the end of the validation period
- delay closed, i.e. when the partners share the view that it is not possible to reach an agreement: considered as not agreed at the end of the validation period

Trains runs where one or more delay codes have not been agreed upon or have been closed are not considered for the following phase, i.e. the calculation of penalties.

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Picture 2 – validation procedure - details

4. Requirements

The EPR validation tool is a web application and it is not necessary to download or install any additional local application. It is accessible from any computer and any location.

There are two links to access the EPR tool:

- direct link (picture 3): https://europtirails.eu/epr_pt/home.seam
- through TIS (picture 4): https://europtirails.eu/im_pt/home.seam

The technical requirements for a correct functioning of the tool are:

- Use of the following browsers: Google Chrome, Firefox, Opera or Safari. Internet Explorer can also be used, but from version 7 upwards
- Note: it is not recommended to use Internet Explorer 6 (product out of maintenance by Microsoft).
- Java Runtime Environment 1.4.2 (or later) installed
- Medium security level for Internet zone is recommended, scripting must be enabled and scripting of java applets must be enabled, too.
- Proxy server and firewall must allow network users to use https protocol on port 443 (in output from locale network to Internet) without application restriction or at least Internet Explorer and JAVA must be authorized.

5. User Authentication

In order to access the tool users credentials are needed (same credentials for the access to TIS and to EPR tools). Users' rights are different according to the role they have been assigned:

- International Administrator
- IM Company Administrator (IM Company Admin)
- RU Company Administrator (RU Company Admin)
- IM user
- RU user

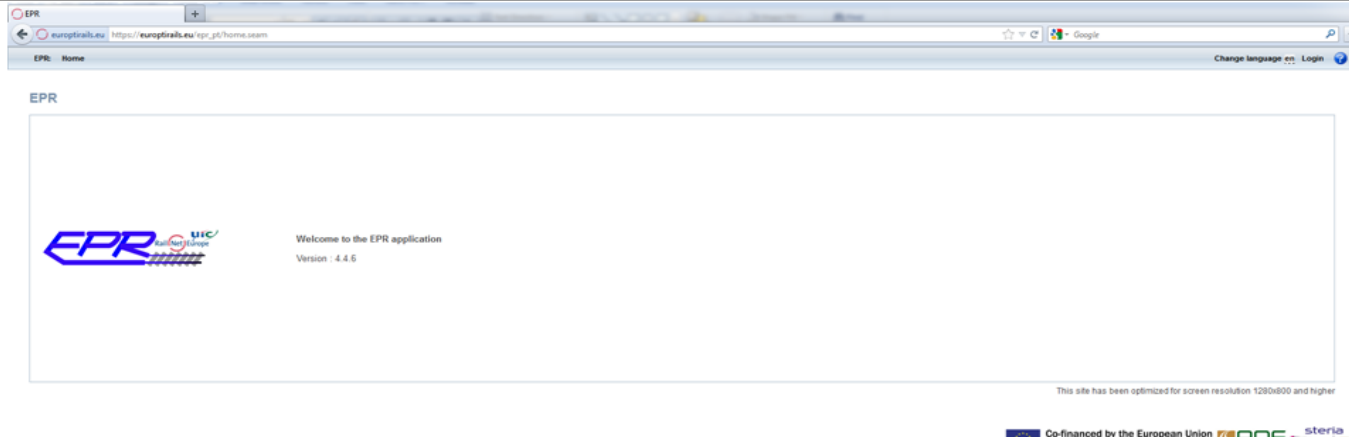
Each role has a basic set of rights but the Administrator(s) can assign additional rights to specific users. This manual only refers IM and RU users and Company Administrator roles. . Screenshots refer to the Company administrator role.

Credentials to both Company Administrators and users are assigned by the international Administrator. The latter is also enabled to create users.

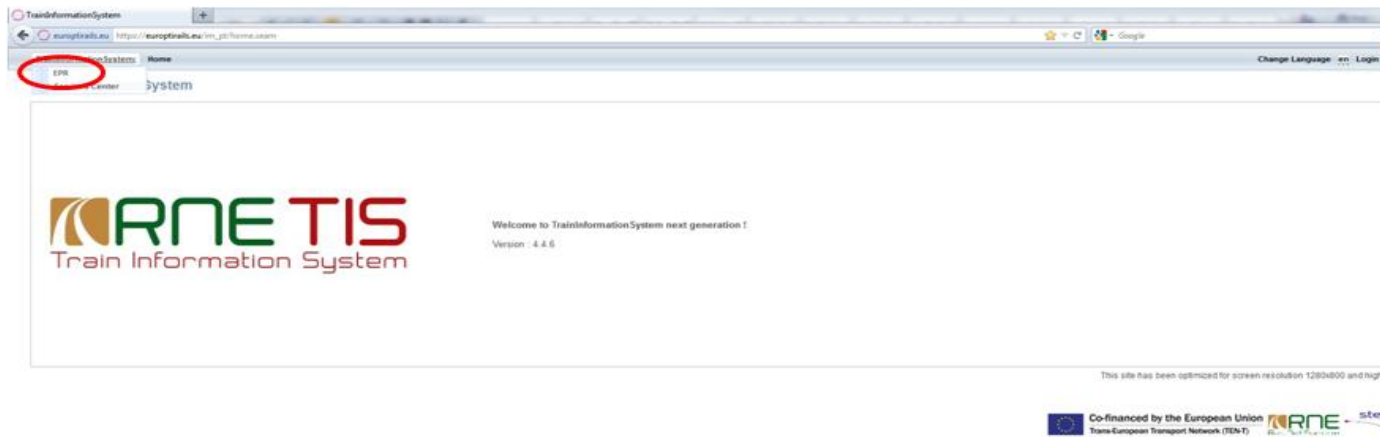
The IM Company Administrator can allow the national validation.

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Picture 3 - home page of the EPR tool



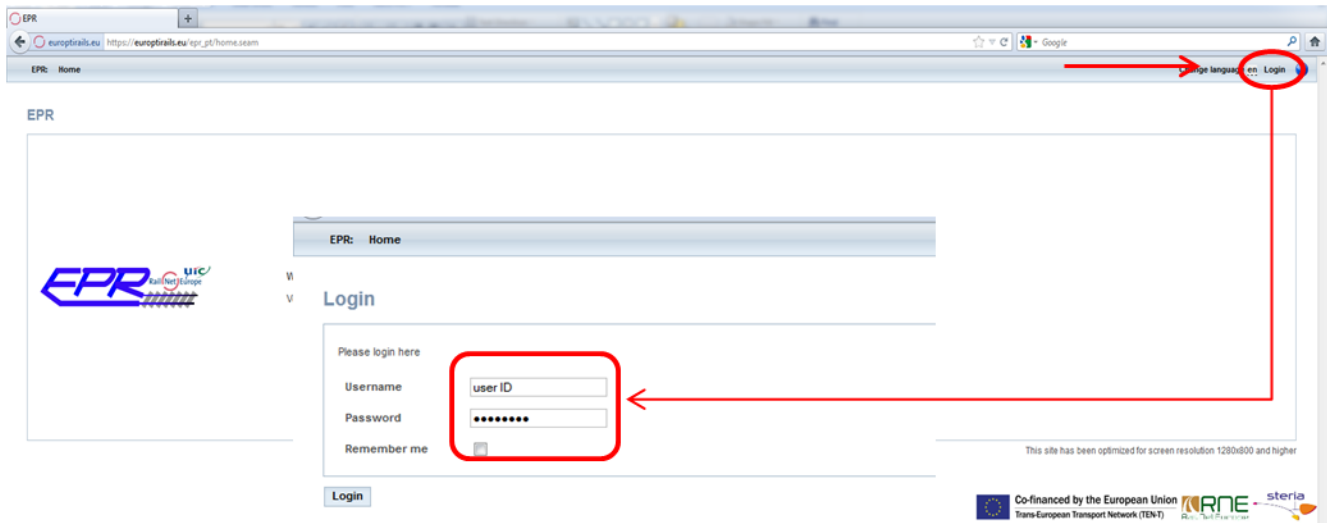
Picture 4 – TIS home page

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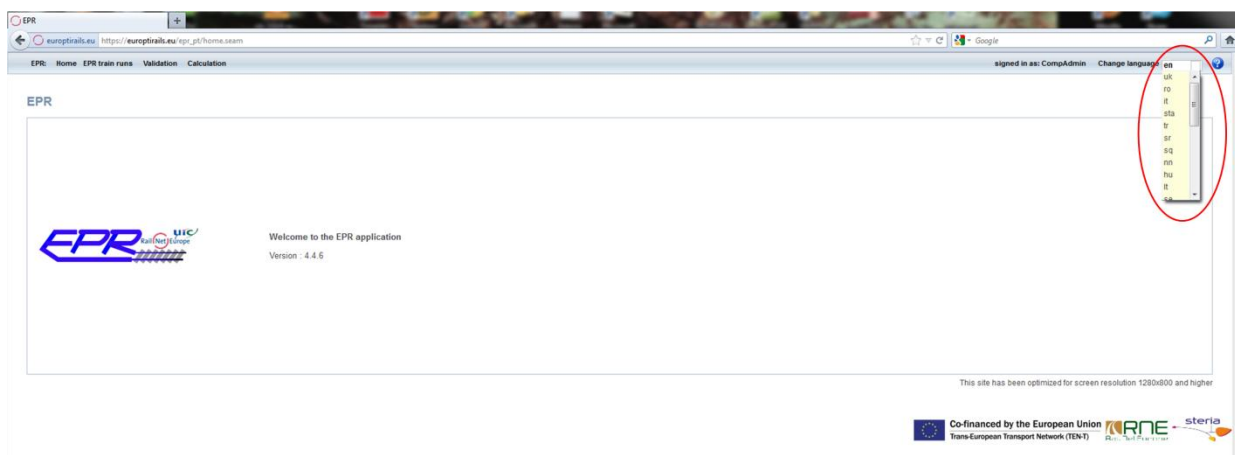
To log in the tool, click on the upright link (login, picture 5):



Picture 3 - EPR login command

Insert User ID and password and click on login; if so desired, the “remember me” box can be ticked to avoid the need to enter user credentials every time the user accesses the tool.

When an account is created a profile is assigned which includes the default language (English) setting. The language can be changed using the command in the upper-right corner (picture 6). The password can be modified in the Services Centre page



Picture 4 - change language command

(see Services centre guide for more information).

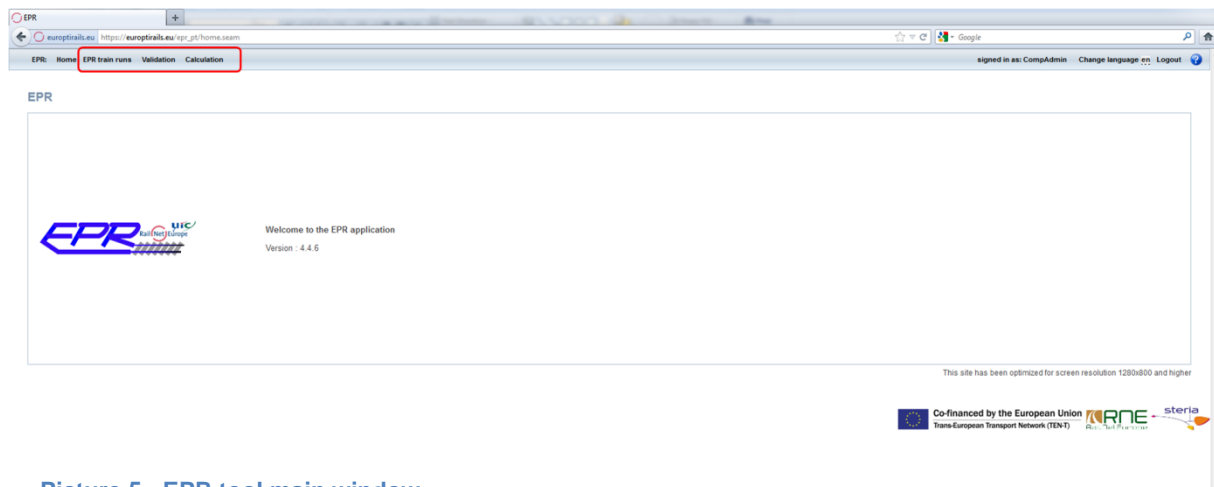
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6. Main window

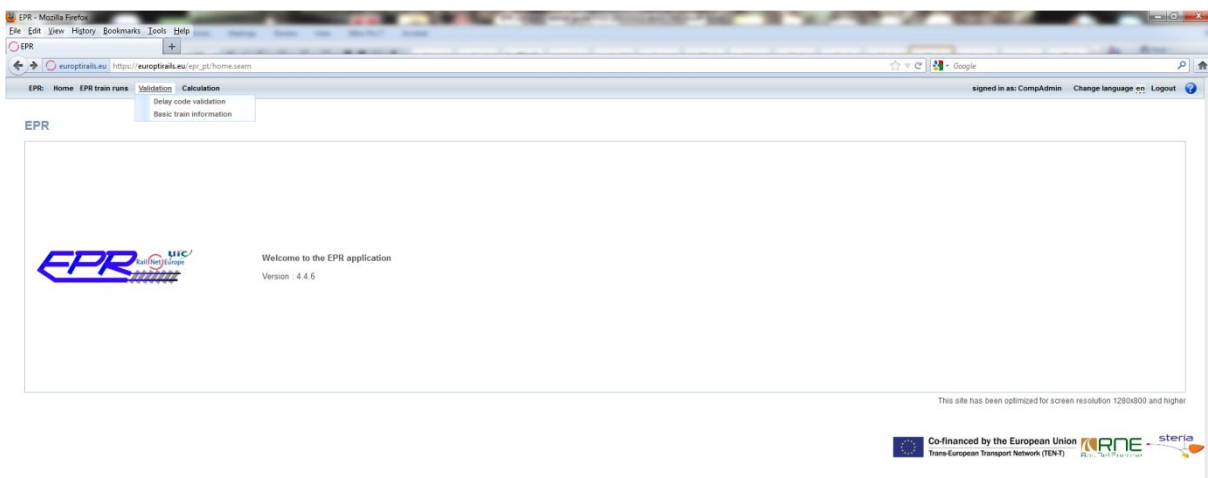
After identification, the main window opens. In the upper bar, the links to the several EPR functions are available. In the case of the Admin profile, EPR train runs, validation and calculation menus are available (picture 7). In the case of the user profile, only the validation menu is available



Picture 5 - EPR tool main window

7. Access to the functions/pages menu

To access the EPR validation functions, click on the “validation” command: a drop-down menu will open (picture 8). To access the calculation tool or EPR train runs page, just click on the respective commands.



Picture 6 - validation functions main drop-down menu

8. General information on the pages view possibilities

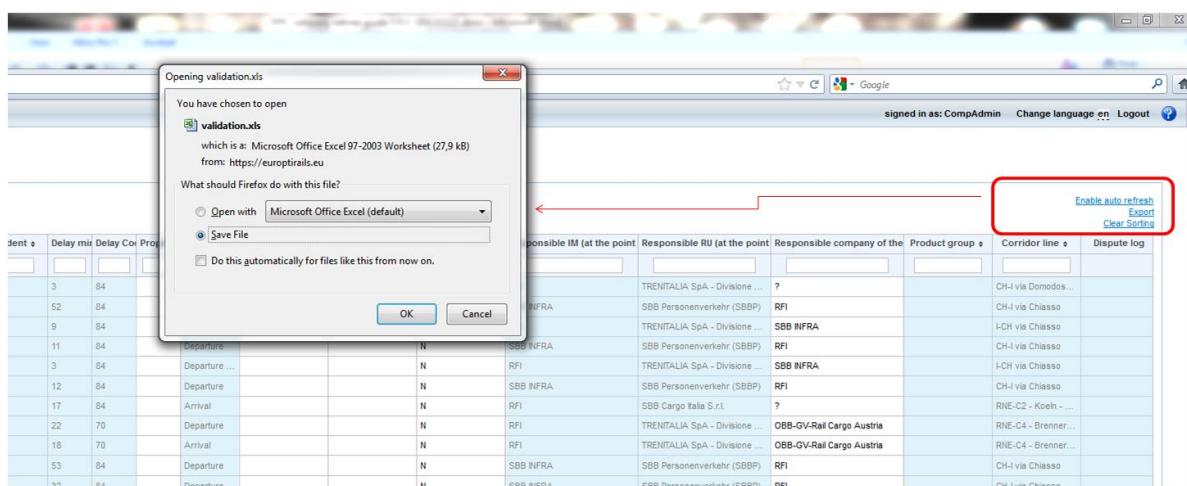
8.1 Scroll bars

In most of the pages more data can be shown by using the scroll bars at the right and the bottom of the page or by selecting the page at the bottom of the table.

8.2 Disable auto-refresh

By the fault, data in the tables displayed in the tool pages are updated every 90 seconds. In order to avoid it, the user can disable the auto-refresh function by clicking the link in the above the table (picture 9).

By disabling the auto-refresh, the “export” function is activated. By clicking on the related link (picture 10) it is possible to download the data displayed in the table in xls format. The maximum number of rows than can be downloaded is 65.000². It is possible to filter data displayed in the table (see paragraph 8.5 for more explanations): only these data will be downloaded.



Picture 8 – export function

² In case of attempt to download more rows, an error message appears. It is recommended to use the filtering function to decrease the size of the data to download.

8.3 Displaying the titles of the columns

Most columns are not wide enough to display the titles. It is possible to see the complete title by placing the mouse on the cell containing the title (a text box will appear containing the entire title of the column). Another possibility is to enlarge the width of the columns (click and drag).

8.4 Select/deselect a row

A row is selected by clicking in any cell of this row. The selected row is highlighted in a blue background colour.

To deselect a row, press the “Ctrl” key keyboard while clicking the row to deselect.

8.5 Rows filtering functions



Location of incident
MILANO C
Chiasso
BRENNERO
BRENNERO
Chiasso
MILANO C
Chiasso
MILANO C
Chiasso
Chiasso
Chiasso
DOMODOSSOLA
BRENNERO
BRENNERO

Location of incident
MILANO
MILANO C
MILANO C
MILANO C
MILANO C
MILANO C
MILANO C
MILANO C
MILANO C
MILANO C
MILANO C
MILANO C
MILANO C
MILANO C
MILANO C
MILANO C

Picture 9 - example of filtering

In every table of the tool, most of the columns can be filtered by typing in the corresponding empty cell above the row and clicking in another part of the screen (Picture 11).

In some tables, the data can be filtered according to pre-defined choices through a drop-down menu (picture 12).

It is possible at any moment to clear the chosen filters by cancelling the text that was typed in the box.

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EPR Delays

Marker for €	Reference tr	Date and time (point of occurrence)	Location of incident	Delay min	Delay Co	Pro
All			MILANO			
All		/2012 11:34:00	MILANO C	24	84	
Not excluded		/2012 15:29:00	MILANO C	19	84	
Manually excluded		/2012 11:30:30	MILANO C	20	84	
Automatically excluded						
Standby						
⊗	16	06/11/2012 11:45:00	MILANO C	30	84	
⊗	20	05/11/2012 15:21:30	MILANO C	11	84	
✓	16	05/11/2012 11:30:00	MILANO C	20	84	

Picture 10 - filtering drop down menu

8.6 Sorting, column hiding and grouping functions

Clicking on the small arrow at the right side of the column table a drop-down menu opens (picture 13) which allows:

- To sort data contained in the column ascending or descending
- To group data in the column
- To hide or unhide one or more columns

Sorting a column is also possible by double click on the title of this column. It is possible at any moment to clear the sorting (see link at the upright corner of the table – picture 9).

Enable auto refresh Export Clear Sorting						
N/A/D/C	Responsible IM (at the point of occurrence)	Responsible RU (at the point of occurrence)	Responsible company of the delay	Product group	Corridor line	Dispute log
N / I		Sort Ascending Sort Descending Group by this column Columns				
N	SBB INFRA	SBB Personenverkehr (SBBP)	RFI		CH-I via Chiasso	
N	RFI	TRENTALIA SpA - Divisione ...			I-CH via Chiasso	
N	SBB INFRA	SBB Personenverkehr (SBBP)			RNE-C4 - Brenner...	
N	RFI	TRENTALIA SpA - Divisione ...			RNE-C4 - Brenner...	
N	SBB INFRA	SBB Personenverkehr (SBBP)			CH-I via Chiasso	
N	RFI	TRENTALIA SpA - Divisione ...			I-CH via Chiasso	
N	SBB INFRA	SBB Personenverkehr (SBBP)			CH-I via Chiasso	
D	RFI	TRENTALIA SpA - Divisione ...			I-CH via Chiasso	Dispute Log
N	SBB INFRA	SBB Personenverkehr (SBBP)			CH-I via Chiasso	
N	SBB INFRA	SBB Personenverkehr (SBBP)			CH-I via Chiasso	
N	SBB INFRA	SBB Personenverkehr (SBBP)			CH-I via Chiasso	
N	RFI	TRENTALIA SpA - Divisione ...			CH-I via Domodos...	
N	RFI	TRENTALIA SpA - Divisione ...			RNE-C4 - Brenner...	
1 2 3 4 5 6 7 8 9 10						

Picture 11 - drop-down menu for sorting, grouping and to hide/unhide columns

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9. EPR train runs page

EPR - Mozilla Firefox

File Edit View History Bookmarks Tools Help

EPR

https://europtrails.eu/https://europtrails.eu/epr_pt/excludedTrain.seam?actionMethod=validation.xhtml%3AexcludedTrain.onMenuExcludedTrainClick

EPR: Home EPR train runs Validation Calculation

signed in as: CompAdmin Change language: en Logout

List of EPR train runs

Disable auto refresh
Export
Clear Sorting

Marker for €	Reference N°	Date of start at origin	Point start at origin	Date of arrival destination	Point arrival destination	Reason of exclusion	Product group	Corridor line
All								
✖	42006	29/11/2012 22:12:00	GALLARATE	29/11/2012 23:01:00	LUNO	RUN_NOT_COMPLETE		RNE-C2 - Gallarate - Koeln
✖	25	29/11/2012 22:08:00	Chiasso	29/11/2012 22:50:00	MILANO C	MISSING_RUNNING		CH-I via Chiasso
✖	43220	29/11/2012 21:14:00	Roncafort	29/11/2012 23:46:00	BRENNERO	RUN_NOT_COMPLETE		RNE-C4 - Brenner (I-A)
✖	43642	29/11/2012 21:04:00	Novara Boschetto	29/11/2012 23:20:00	DOMODOSSOLA	RUN_NOT_COMPLETE		RNE-C2 - ROLA (I-D)
✖	158	29/11/2012 20:10:00	MILANO C	29/11/2012 20:52:00	Chiasso	MISSING_RUNNING		I-CH via Chiasso
✖	23	29/11/2012 20:08:00	Chiasso	29/11/2012 20:50:00	MILANO C	MISSING_RUNNING		CH-I via Chiasso
✖	43640	29/11/2012 19:52:00	Novara Boschetto	29/11/2012 22:17:00	DOMODOSSOLA	RUN_NOT_COMPLETE		RNE-C2 - ROLA (I-D)
✖	43218	29/11/2012 19:26:00	Roncafort	29/11/2012 21:52:00	BRENNERO	RUN_NOT_COMPLETE		RNE-C4 - Brenner (I-A)
✖	24	29/11/2012 19:10:00	MILANO C	29/11/2012 19:53:00	Chiasso	MISSING_RUNNING		I-CH via Chiasso
✖	43636	29/11/2012 18:49:00	Novara Boschetto	29/11/2012 21:23:00	DOMODOSSOLA	RUN_NOT_COMPLETE		RNE-C2 - ROLA (I-D)
✖	56	29/11/2012 18:25:00	MILANO C	29/11/2012 19:48:00	DOMODOSSOLA	RUN_NOT_COMPLETE		I-CH via Domodossola
✖	21	29/11/2012 18:08:00	Chiasso	29/11/2012 18:50:00	MILANO C	MISSING_RUNNING		CH-I via Chiasso
✖	22	29/11/2012 17:10:00	MILANO C	29/11/2012 17:53:00	Chiasso	MISSING_RUNNING		I-CH via Chiasso
✖	42324	29/11/2012 16:47:00	Novara Boschetto	29/11/2012 21:41:00	PC Terre Froides	RUN_NOT_COMPLETE		RNE-C8 - Modane (I-F)

1 2 3 4 5 6 7 8 9 10

Picture 12 – EPR train run page

9.1 Content of the table





This table is only available to IM/RU Company Admin roles. The table is automatically filled in from TIS database. By default, data are sorted ascending according to the date of occurrence (third column).

The application detects which data can be displayed according to the information stored in the user profile. After the end of the EPR validation period the data are not displayed any more.

9.1.1 Marker for excluded trains

In the first column different symbols indicate if the train can be considered for the EPR calculation or if this train has to be excluded. A train can be excluded automatically depending of the rules described in the EPR Handbook (see chapter 4.6). A train can also be excluded manually (only by Company Admins, if agreed) if so required by specific events.

The different statuses are:

- The train is included 
- The train has been manually excluded 
- The train has been automatically excluded 
- Exclusion process is ongoing 

The latter can occur when information on train runs (timetable and running advices) is updated or completed in TIS and if the exclusion process is re-launched (see after).

Note: one of the rules for automatic exclusion is based on the delivery of running advices for each EPR relevant point. As the CTT are sent to TIS before the start of the train run (according to every domestic rule) no RA is attached to these CTT in a first time and all the EPR trains are excluded automatically. As soon as the information (RA) are displayed in TIS and fulfil the rule for calculation the trains are re-included in EPR.



9.1.2 Reference train number

In this column the reference train numbers are displayed. It is possible to display the TIS train info page, see also Section 11.

9.1.3 Information on the train

The following columns display the needed information about the train:

- Date and time of start at origin
- Point of start at origin
- Date and time of arrival at destination
- Point of arrival at destination

9.1.4 Information on the exclusion

The column displays the reason for exclusion or the non-exclusion marker.. For more information see EPR Handbook (chapter 4.6).

9.1.5 Additional information on the train

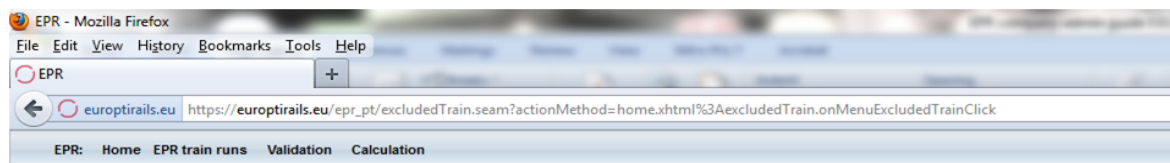
- Product Group (not implemented yet)
- Corridor Group

9.2 Users' Actions

The Company Admin can perform several actions. They are possible by selecting a row related to a train (see 8.4) and right clicking. A context menu appears where the possible actions are listed (see picture 15).

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List of EPR train runs

Marker for e	Reference N	Date of start at origin ↕	Point start at origin ↕	Date of arrival destination ↕	Point arrival destin
All ▾					
⊗	42006	29/11/2012 22:12:00	GALLARATE	29/11/2012 23:01:00	LUINO
⊗	25	29/11/2012 22:08:00	Chiasso	29/11/2012 22:50:00	MILANO C
⊗	43220	29/11/2012 21:14:00	Roncafort	29/11/2012 23:46:00	BRENNERO
⊗	43642	29/11/2012 21:04:00	Novara Boschetto	29/11/2012 23:20:00	DOMODOSSOLA
⊗	Execute exclusion process	29/11/2012 20:18:00	MILANO C	29/11/2012 20:52:00	Chiasso
⊗	Exclude selection	29/11/2012 20:08:00	Chiasso	29/11/2012 20:50:00	MILANO C
⊗	Train info	29/11/2012 20:08:00	Chiasso	29/11/2012 20:50:00	MILANO C
⊗	43640	29/11/2012 19:52:00	Novara Boschetto	29/11/2012 22:17:00	DOMODOSSOLA
⊗	43218	29/11/2012 19:26:00	Roncafort	29/11/2012 21:52:00	BRENNERO
⊗	24	29/11/2012 19:10:00	MILANO C	29/11/2012 19:53:00	Chiasso

Picture 13 – EPR train runs - context menu

9.2.1 Execution of exclusion process

Only IM Company Admins are (by default) allowed to perform this action. By selecting “execute exclusion process”, the exclusion process is run and the marker for exclusion is updated. The process takes from 5’ to 15’.

9.2.2 Manual exclusion of a train

Only IM Company Admins are (by default) allowed to perform this action. By selecting “exclude” selection the train is excluded and the related symbol appears in the marker for exclusion box. This action can be performed also in the validation page

9.2.3 Train info page

Train numbers are displayed as links and passing the mouse on the link a box appears (context menu) displaying “train info”. This is because it is possible to open the train info page in TIS by:

- Left clicking on the link/train number
- Selecting “train info” in the context menu shown above

To know more about what information is displayed in TIS train info page, please refer to Section 11.

These actions can be performed also in the validation page.

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10. Delay code validation page

EPR Delays

[Enable auto](#) [Clear](#)

Marker for excluded	Reference to	Date and time (point of occurrence)	Location of incident	Delay min	Delay Cor	Proposed	Status of tra	Who	When	N/A/D/C	Responsible IM	Responsible RU (at the point	Responsible company of the	Product group	Corridor line	Dispute log
All										N/I						
✓	15	08/11/2012 12:24:00	Chiasso	13	84		Departure			N	SBB INFRA	SBB Personenverkehr (SBBP)	RFI		CH-I via Chiasso	
✗	16	08/11/2012 11:34:00	MILANO C	24	84		Departure ...			N	RFI	TRENTALIA SpA - Divisione ...	SBB INFRA		I-CH via Chiasso	
✓	153	08/11/2012 11:30:30	Chiasso	10	84		Departure			N	SBB INFRA	SBB Personenverkehr (SBBP)	RFI		CH-I via Chiasso	
✓	43220	08/11/2012 01:15:30	BRENNERO	9	70		Departure			N	RFI	TRENTALIA SpA - Divisione ...	OBB-GV-Rail Cargo Austria		RNE-C4 - Brenner...	
✓	43218	07/11/2012 22:19:00	BRENNERO	10	70		Departure			N	RFI	TRENTALIA SpA - Divisione ...	OBB-GV-Rail Cargo Austria		RNE-C4 - Brenner...	
✗	25	07/11/2012 22:17:30	Chiasso	6	84		Departure			N	SBB INFRA	SBB Personenverkehr (SBBP)	RFI		CH-I via Chiasso	
✗	20	07/11/2012 15:29:00	MILANO C	19	84		Departure ...			N	RFI	TRENTALIA SpA - Divisione ...	SBB INFRA		I-CH via Chiasso	
✗	17	07/11/2012 14:34:00	Chiasso	14	84		Departure			N	SBB INFRA	SBB Personenverkehr (SBBP)	RFI		CH-I via Chiasso	
✓	16	07/11/2012 11:30:30	MILANO C	20	84		Departure ...	85bbi_kguntern	08/11/2012 07:15:49	D	RFI	TRENTALIA SpA - Divisione ...	RFI		I-CH via Chiasso	Dispute Log
✗	153	07/11/2012 11:26:00	Chiasso	10	84		Departure			N	SBB INFRA	SBB Personenverkehr (SBBP)	RFI		CH-I via Chiasso	
✗	153	07/11/2012 11:13:00	Chiasso	5	84		Arrival			N	SBB INFRA	SBB Personenverkehr (SBBP)	RFI		CH-I via Chiasso	
✗	13	07/11/2012 10:16:30	Chiasso	5	84		Departure			N	SBB INFRA	SBB Personenverkehr (SBBP)	RFI		CH-I via Chiasso	
✓	51	07/11/2012 09:20:30	DOMODOSSOLA	8	71		Arrival			N	RFI	TRENTALIA SpA - Divisione ...	SBB Personenverkehr (SBBP)		CH-I via Domodos...	
✓	42156	07/11/2012 04:52:30	BRENNERO	15	70		Departure			N	RFI	TRENTALIA SpA - Divisione ...	OBB-GV-Rail Cargo Austria		RNE-C4 - Brenner...	

«« 1 2 3 4 5 6 7 8 9 10 »»

☐ Display all delays

Picture 14 – Delay code validation page “EPR delays”

10.1 Content of the table

The table is automatically filled in from TIS database. By default, data are sorted ascending according to the date of occurrence (third column).

The application detects which data can be displayed according to the information stored in the user profile.

After the end of the EPR validation period the data are not displayed any more.

10.1.1 Same information as in the EPR train runs table (see 9.1.1).

- Marker for exclusion
- Reference train number

10.1.2 Information on the delay

The following columns display the needed information about the delay:

- Date of time (at the point of occurrence)
- Location of incident (the next TIS point if the point of occurrence is unknown to TIS)
- Delay minutes
- Delay code (originally given by the responsible IM)
- Proposed delay code (see 9.4.2 for more information)
- Status of the train run

10.1.3 Information on the dispute of a delay

When a dispute on a delay occurs (see 9.4) the information on the user who made an action and when are displayed in the following columns:

- Who
- When

10.1.4 Information on the status of a delay code

The column labelled “N/A/D/C” gives the information about the status of the code:

- N: new, no action has been performed
- A: the delay code has been accepted

- D: the delay code has been disputed
- C: the delay code has been closed

By default only delay codes not treated or disputed (therefore, that still can activate actions) are displayed, but this can be changed (as explained in 8.5).

10.1.5 Information on the involved parties

Three columns give information on parties involved in the delay codes:

- Responsible IM (at the point of occurrence): normally, the IM who is responsible for coding (according to TIS topology)
- Responsible RU (at the point of occurrence), according to the RU code contained in CTT (contracted time table message) sent by the IM to TIS
- Responsible Company: the company who is responsible of the delay according to the delay code assigned

In some cases, in one or more of such columns a “?” is displayed: in these cases, a problem the data connected to this train run and/or this delay code sent by the IM to TIS are not aligned or complete and the system cannot recognize the company responsible for the delay and/or for the point of occurrence. If such data are not corrected before the end of the validation period the related train runs will be excluded from calculation.

10.1.6 Additional information on the train

- Product Group (not implemented yet)
- Corridor Line

10.1.7 Dispute log

When a dispute on a delay occurs (see 10.4) a dispute log is created to record the necessary information regarding the reasons and explanations given by the partners disputing the delay. It is possible to open the dispute log by clicking on the related link.

10.1.8 Context menu

A context menu as described in paragraph 9.2 is also available in the validation page. IM and RUs users are only allowed to open the TIS info page (no manual exclusion and no

execution of the exclusion process). IM users and IM Company Admins are (according to the attributed rights) allowed to send a new delay code to TIS (see paragraph 10.5).

10.2 Which data can a user see?

10.2.1 Which trains can a user see?

Trains are displayed to the IM when this IM is responsible either for the delay or for the point of occurrence.

Only trains with delays for which an RU is responsible either for the point of occurrence or for the delay are displayed to this RU.

10.2.2 Which delay codes can a user see?

As already mentioned, the EPR validation tool is normally used to validate cross-border delays. However, a user can also see (not validate– read only) all delays related to EPR trains where this partner is involved in by ticking the “all delays” box on the bottom-left side. If not differently decided, these delays are validated in the national systems.

10.3 Use of the EPR validation tool for national validation

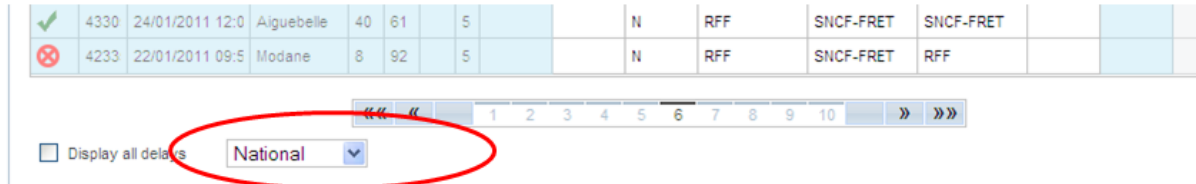
As mentioned in Section 1 above the EPR validation tool has been developed to be used for international trains but under decision of an IM partner it can be used also for the validation of national delay codes.

In this case, the setting to allow this function is done by the company admin (IM or RU) in the Services centre tool (see Services centre guide for more information).

- If “National Validation” is chosen both possibilities (National or International) are available and the desired choice can be made *via* a check box situated in the lower part of the validation page, “national” is the default value (picture 18).
- If “International Validation” is chosen only the cross-border codes are displayed in the validation page (no National/International checkbox is displayed in the page).

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Picture 15 – choice for the national/international trains codes validation

10.4 User's actions – Dispute of a delay

10.4.1 Changing the delay code status

At the beginning of the process, the status of each delay code is automatically set to "N". The user of the company to which the delay code has been attributed (the name of the corresponding company is displayed in the column "responsible company") has two possibilities:

- If he/she considers that the delay code is correct he/she accepts it by changing the status in "Accepted (A)" or
- If he/she does not agree with the delay attribution he/she disputes the code by changing the status in "Disputed (D)"

The procedure to change the delay code is the following (picture 16):

- Select the row of the concerned train run (see 8.4)
- Right click and a context menu opens
- Select "Change code status to"
- Select the chosen status

There is a third possibility: "Close" (C), which, however, is not used at beginning of the validation process. It is explained in paragraph 10.4.3.

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EPR Delays

Marker for €	Reference t	Date and time (point of occurrence)	Location of incident €	Delay mil	Delay Cor	Propose	Status of tra	Who €	When €	N/A/D/C €	Responsible IM (at the point)	Responsible RU (at the point)	Responsible company of the	Product group €	Cor
All										N/D					
✗	20	26/11/2012 15:25:00	MILANO C	15	84		Departure ...			N	RFI	TRENTALIA SpA - Divisione ...	SBB INFRA		I-CH v
✗	17	26/11/2012 14:28:00	Chiasso	15	84		Departure			N	SBB INFRA	SBB Personenverkehr (SBBP)	RFI		CH-I v
✓	43305	26/11/2012 13:09:30	PC FREJUS	3	41		Run-through			N	RFI	TRENTALIA SpA - Divisione ...	RFF		RNE-4
✓	43305	26/11/2012 12:59:30	PC Terre Froides	3	41		Run-through			N	RFI	TRENTALIA SpA - Divisione ...	RFF		RNE-4
✓	51	26/11/2012 10:25:30	LEGNANO	3	84		Run-through			N	RFI	TRENTALIA SpA - Divisione ...	?		CH-I v
✗	25	25/11/2012 23:03:00	Chiasso	52	84		Departure			N	SBB INFRA	SBB Personenverkehr (SBBP)	RFI		CH-I v
✓	20	25/11/2012 15:19:00	MILANO C	9	84		Departure ...			N	RFI	TRENTALIA SpA - Divisione ...	SBB INFRA		I-CH v
✓	15	25/11/2012 12:22:30	Chiasso	11	84		Departure			N	SBB INFRA	SBB Personenverkehr (SBBP)	RFI		CH-I v
✗	42025	25/11/2012 08:13:00	MILANO C	3	84		Departure ...			N	RFI	TRENTALIA SpA - Divisione ...	SBB INFRA		I-CH v
✓	42168	25/11/2012 08:13:00	Chiasso	12	84		Departure			N	SBB INFRA	SBB Personenverkehr (SBBP)	RFI		CH-I v
✓	42025	25/11/2012 08:13:00	VINO	17	84		Arrival			N	RFI	SBB Cargo Italia S.r.l.	?		RNE-4
✓	42168	25/11/2012 01:12:00	RENNERO	22	70		Departure			N	RFI	TRENTALIA SpA - Divisione ...	OBB-GV-Rail Cargo Austria		RNE-4
✓	42168	25/11/2012 00:38:30	BRENNERO	18	70		Arrival			N	RFI	TRENTALIA SpA - Divisione ...	OBB-GV-Rail Cargo Austria		RNE-4
✗	25	24/11/2012 23:04:00	Chiasso	53	84		Departure			N	SBB INFRA	SBB Personenverkehr (SBBP)	RFI		CH-I v

Picture 16 - Changing the delay code status

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If “Accepted” is chosen, the delay code status is turned to “A” and the information is displayed in light grey. Additional treatment of the delay code is not possible anymore by the company users. An Accepted delay code can nonetheless be unlocked and turned again into Disputed by users who have this right (standard company users do not have it, while company Admins have it. The right can be attributed to specific company users). See picture 19.

If “Disputed” is chosen, the delay code status is turned into “D” (after filling the dispute log in – see paragraph 10.4.2) and the information is displayed in red. The user ID of the user who modified the status of the code and the day/time of modification are displayed respectively in the columns “Who” and “When” (see also below for details).

Marker for	Reference to	Date and time (point of occurrence)	Location of incident	Delay min	Delay Code	Proposed	Status of tra	Who	When	
All										A
✓	16	22/11/2012 11:13:00	MILANO C	3	84		Departure ...	Nat83_1	23/11/2012 16:03:09	A
✓	43309	19/11/2012 23:07:59	Modane	25	40		Run-through	Nat83_2	20/11/2012 11:06:14	A
✗	43304		MODANE	1	40		Arrival ter...	Nat83_2	19/11/2012 12:06:33	A
✓	43664			10	84		Arrival	63apaulus	20/11/2012 12:22:50	A
✗	43662	16/11/2012 16:40:30	DOMO II	54	84		Departure	63apaulus	20/11/2012 12:22:25	A
✗	43662	16/11/2012 14:44:30	DOMO II	5	84		Arrival	63apaulus	20/11/2012 12:22:35	A
✓	43658	16/11/2012 08:24:00	DOMO II	78	84		Departure	63apaulus	20/11/2012 12:21:21	A
✓	43658	16/11/2012 06:05:00	DOMO II	9	84		Arrival	63apaulus	20/11/2012 12:21:11	A
✗	42320	16/11/2012 01:59:30	MODANE	2	40		Arrival ter...	Nat83_2	16/11/2012 11:44:16	A
✗	42320	15/11/2012 02:20:00	MODANE	5	40		Arrival ter...	Nat83_2	15/11/2012 12:33:33	A
✓	50	12/11/2012 08:59:30	DOMODOSSOLA	10	40		Departure	Nat83_2	13/11/2012 14:37:46	A

Picture 19 – Unlock an accepted code

10.4.2 Filling in a dispute log

When a user changes the status of the delay code into “D”, a dispute log opens (pictures 20, 21 and 22). The first section contains the information about the delay code, while the second section can be modified by the user.

It is not possible to simply dispute the delay code: it is necessary to propose either a new delay code or the responsible partner (or both).

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EPR - Mozilla Firefox
File Edit View History Bookmarks Tools Help
EPR
europtirails.eu https://europtirails.eu/epr_pt/validation.seam
EPR: Home Validation signed in as: User ID Change language en Logout

Dispute log

Reference train number	Date and time (point of occurrence)	Location of incident	Delay minutes	Delay code	Status of train run	Responsible company of the delay
42128	09/11/2012 04:10:49	Abzw Sti 4	4	41	Run-through	RFI

Date and time	Proposed code	Proposed responsible partner	Explanation/Remarks	Who
	<div>71 - Delay caused by previous RU 51 - Request of the RU 52 - Loading operations 53 - Loading irregularities 54 - Commercial preparation of train 58 - Staff 59 - Other causes 60 - Roster planning/re-rostering 61 - Formation of trains by Railway Undertaking 62 - Problems affecting coaches(Passenger transport) 63 - Problems affecting wagons(Freight transport) 64 - Problems affecting power cars, locomotives and railcars 68 - Staff 69 - Other causes 70 - Delay caused by next RU 71 - Delay caused by previous RU 80 - Strike 81 - Administrative formalities 82 - Outside influence 83 - Effects of weather and natural causes 84 - Delay caused by external reasons on the network</div>			

Save Close

Picture 20 – Dispute log: drop down menu for the proposed code

The new delay code can be selected from the options in the shown drop-down menu (delay codes according to UIC Leaflet 450.2).

The same procedure is valid for the responsible company (see next page):

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EPR - Mozilla Firefox

File Edit View History Bookmarks Tools Help

EPR

europa-rails.eu https://europa-rails.eu/epr_pt/validation.seam

EPR: Home Validation signed in as: User ID Change language en Logout

Dispute log

Reference train number	Date and time (point of occurrence)	Location of incident	Delay minutes	Delay code	Status of train run	Responsible company of the delay
42128	09/11/2012 04:10:49	Abzw Stt 4	4	41	Run-through	RFI
Date and time		Proposed code		Proposed responsible partner		Explanation/Remarks
		71 - Delay caused by previous RU				Who
		81 OBB-GV-Rail Cargo Austria OEBB INFRA 80 DB Schenker Rail Deutschland DBNetz RFI 83 TRENITALIA SpA - Divisione Cargo				

Save Close

Picture 17 - Dispute log: drop down menu for the proposed responsible company

Attention: the user must take care of coherence between delay code and responsible company (for example, an “IM” delay code cannot be linked to an RU).

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Additional explanations can be inserted using a free text (max. 256 characters) box (picture 20). Once the necessary information has been typed, the user has to SAVE it (picture 19). If the button “Close” is clicked instead of “Save” no modification is made and the delay code remains as “N”.

Dispute log

Reference train number	Date and time (point of occurrence)	Location of incident	Delay minutes	Delay code	Status of train run	Responsible company of the delay
42128	09/11/2012 04:10:49	Abzw Sti 4	4	41	Run-through	RFI

Date and time:

Proposed code:

Proposed responsible partner:

Explanation/Remarks:

Who:

SAVE Save Close

Picture 18 - Dispute log: free text and save command

a. How does the log file look like after treatment of the delay?

In addition to the information inserted by the user (proposed delay code, proposed responsible partner, free text):

- The first cell of the fourth line of the dispute window is automatically filled in with the timestamp (date and time of dispute log's creation).
- The fifth cell of the fourth line of the dispute window is automatically filled in with the function description of the user (Who).

If the delay code has been disputed several times, the different proposals are displayed in the dispute widows and the timestamp ordered descending.

An example of filled in log file is shown in picture 23.

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Dispute log

Reference train number	Date and time (point of occurrence)	Location of incident	Delay minutes	Delay code	Status of train run	Responsible company of the delay
9210	30/10/2012 11:12:00	Basel SBB	38	70	Departure	SBB Personenverkehr (SBBP)
Date and time	Proposed code	Proposed responsible partner		Explanation/Remarks		Who
31/10/2012 09:54:50	93	SBB Personenverkehr (SBBP)				IntRU_87_01187

Picture 19 – Example of filled in dispute log



b. How does the EPR delays table look like after treatment of the delay?

As mentioned in paragraph 10.1.7, a link to the dispute log appears now in the main “EPR delays” table (last column).

Data in the row of disputed delay code are displayed in red. The new proposed code appears in the column “proposed delay code” and the new responsible company is displayed in the appropriate column (see picture 24).

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EPR Delays

																Disable auto refresh
																Export
																Clear Sorting
Marker for e	Reference ti	Date and time (point of occurrence)	Location of incident	Delay min	Delay Cost	Proposed	Status of train	Who	When	N/A/D/C	Responsible IM (at the point)	Responsible RU (at the point)	Responsible company of the	Product group	Corridor line	Dispute log
All										D						
✓	16	10/11/2012 11:30:00	MILANO C	20	84		Departure ...	85sbbi_kguntern	12/11/2012 06:06:19	D	RFI	TRENITALIA SpA - Divisione ...	RFI		I-CH via Chiasso	Dispute Log
✓	16	09/11/2012 11:41:30	MILANO C	31	84		Departure ...	85sbbi_kguntern	12/11/2012 06:06:05	D	RFI	TRENITALIA SpA - Divisione ...	RFI		I-CH via Chiasso	Dispute Log
✓	16	08/11/2012 11:34:00	MILANO C	24	84		Departure ...	85sbbi_kguntern	09/11/2012 07:41:42	D	RFI	TRENITALIA SpA - Divisione ...	RFI		I-CH via Chiasso	Dispute Log
✓	16	07/11/2012 11:30:30	MILANO C	20	84		Departure ...	85sbbi_kguntern	08/11/2012 07:15:49	D	RFI	TRENITALIA SpA - Divisione ...	RFI		I-CH via Chiasso	Dispute Log
✓	16	05/11/2012 11:30:00	MILANO C	20	84		Departure ...	85sbbi_kguntern	06/11/2012 06:44:52	D	RFI	TRENITALIA SpA - Divisione ...	RFI		I-CH via Chiasso	Dispute Log
✓	20	03/11/2012 15:14:30	MILANO C	4	84		Departure ...	85sbbi_kguntern	04/11/2012 16:11:46	D	RFI	TRENITALIA SpA - Divisione ...	RFI		I-CH via Chiasso	Dispute Log
✓	20	01/11/2012 15:20:30	MILANO C	7	84		Departure ...	85sbbi_kguntern	02/11/2012 09:41:08	D	RFI	TRENITALIA SpA - Divisione ...	RFI		I-CH via Chiasso	Dispute Log
✓	23	30/10/2012 20:39:30	COMO S.GIOVANNI	2	41		Arrival	85sbbi_kguntern	02/11/2012 09:41:49	D	RFI	TRENITALIA SpA - Divisione ...	RFI		CH-I via Chiasso	Dispute Log
✓	9210	30/10/2012 11:18:49	St-Louis Frontière	39	93		Run-through	IntRU_87_01187	31/10/2012 09:56:01	D	RFF	SNCF VFF	RFF		CH-F via St. Louis	Dispute Log
✓	9210	30/10/2012 11:12:00	Basel SBB	38	70	93	Departure	IntRU_87_01187	31/10/2012 09:54:50	D	SBB INFRA	SBB Personenverkehr (SBBP)	SBB Personenverkehr (SBBP)		CH-F via St. Louis	Dispute Log
✓	33369	30/10/2012 09:22:59	Modane	145	69	70	Run-through	IntRU_87_02187	31/10/2012 11:31:01	D	RFF	SNCF-FRET	TRENITALIA SpA - Divisione ...		RNE-C8 - Modane ...	Dispute Log
✓	42359	30/10/2012 04:07:59	Modane AG-Fl-PO	44	68	70	Run-through	IntRU_87_02187	31/10/2012 11:31:52	D	RFF	SNCF-FRET	TRENITALIA SpA - Divisione ...		RNE-C8 - Modane ...	Dispute Log
✓	43637	29/10/2012 22:04:49	Basel Bad BF	12	40		Run-through	85sbbi_kguntern	02/11/2012 09:42:20	D	DBNetz	SBB Cargo Deutschland	DBNetz		RNE-C2 - ROLA (...)	Dispute Log
✓	43637	29/10/2012 21:52:56	Basel Bad BF	4	40		Arrival	85sbbi_sbo	31/10/2012 09:43:42	D	DBNetz	SBB Cargo Deutschland	DBNetz		RNE-C2 - ROLA (...)	Dispute Log

Picture 20 – new EPR delays table after dispute

10.4.3 After the dispute

The partners involved in the disputed delay can try to find a solution until the validation period expires (see Section 3). The outcomes of the dispute can be:

- No agreement is found – the delay appears as “disputed” (D) and the whole train (not only this delay) is excluded from penalties calculation
- The partner to which the new (or latest) code is attributed accepts the code – the delay appears as “agreed” (A) and the train is included in the penalties calculation (if not excluded for other reasons).
- The partners realize that no solution is possible and ask the administrator to change the code in “closed” (C) – the train is excluded from penalties calculation. The code can be changed to C following the same procedure shown in paragraph 10.4.1. When an Admin changes the status of the delay into "C" a dispute log opens (see paragraph 10.4.2). It is only possible to fill the free text box with the reason of the closure. The other fields are automatically filled in.

10.5 User's actions – Modify delay

According to the attributed rights, IM users and IM Company Admins can modify a delay code in TIS database directly by sending a new code or splitting the delay to more than one cause or adding a new delay. The procedure is as follow:

- Select the row of the concerned train run (in “EPR delays” table)
- Right click
- Select “modify delay”

A TIS template opens where the necessary information can be filled in. Attention: only the IM responsible for the point of occurrence can send a delay code through TIS.



11. Basic train information

The “Basic train information” table displays information about EPR trains. No actions can be performed by the users to modify the content of the table. The user can only choose the view (see below), filter/sort as explained in Section 8 and open the TIS info page for the selected train run (again, see Section 8).

Two different views are available and can be selected by clicking on the tabs above the table:

- Train overview – the view which opens first by default (picture 23). Every row gives information about a single train run
- Segment overview – Every row gives information by train run and segment, i.e. the part of the line between two EPR points (for the complete data on one train run, more rows are necessary).). For each train run the rows are ordered from the start to the arrival of the train.
- Company overview: every row gives information about the sum of undocumented delays and the sum of caused delays for every train run (more than one row for every train run – one for each involved partner, IM or RU)

11.1 Train overview

Data displayed in this table (picture 25) are:

11.1.1 General information on the train

- Reference train number
- Date of the start from origin (date and time)
- Product group (not implemented)
- Corridor Line

11.1.2 Exclusion

- Marker for exclusion (symbol, see 9.1.1)
- Reason for exclusion (definition)

11.1.3 Departure

- Point of start at origin
- Planned date/time of start at origin
- Actual date/time of start at origin
- Lateness at origin (minutes)
- Point status

11.1.4 Destination

- Point of arrival at destination
- Planned date/time of arrival at destination
- Actual date/time of arrival at destination
- Lateness at destination (minutes)
- Point status

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Basic Train Information

<div>Train overview</div> <div>Segment overview</div> <div>Company overview</div>																
<div> Disable auto refresh Export Clear Sorting </div>																
Refere	Date of start at or	Product group	Corridor line	Marker for exclus	Reason for exclus	Start at origin	Planned time at s	Actual time at sta	Lateness at start	Point status	Final destination	Date of arrival at f	Planned date of a	Actual date of arr	Lateness at arrival	Point status
				All												
43200	12/11/2012 01:1...		RNE-C4 - Brenn...	✓	NOT_EXCLUDED	Roncafort	12/11/2012 01:1...	12/11/2012 01:2...	11		Woerl Hbf-Ter...	12/11/2012 05:0...	12/11/2012 05:0...	12/11/2012 05:0...	-2	Arrival terminal
43201	12/11/2012 00:3...		RNE-C4 - Brenn...	✓	NOT_EXCLUDED	Woerl Hbf-Ter...	12/11/2012 00:3...	12/11/2012 00:5...	21		Roncafort	12/11/2012 04:5...	12/11/2012 04:5...	12/11/2012 04:5...	34	Arrival
2842	11/11/2012 20:4...		F-LUX (Voyages...	✓	NOT_EXCLUDED	Paris-Est	11/11/2012 20:4...	11/11/2012 20:4...	0		Luxembourg	11/11/2012 22:5...	11/11/2012 22:4...	11/11/2012 22:5...	4	Arrival terminal
43221	11/11/2012 20:2...		RNE-C4 - Brenn...	✓	NOT_EXCLUDED	Woerl Hbf-Ter...	11/11/2012 20:2...	11/11/2012 20:4...	16		Roncafort	12/11/2012 00:5...	12/11/2012 00:2...	12/11/2012 00:5...	32	Arrival
158	11/11/2012 20:1...		I-CH via Chiasso	✓	NOT_EXCLUDED	MILANO C	11/11/2012 20:1...	11/11/2012 20:1...	1		Basel SBB	12/11/2012 01:0...	12/11/2012 00:5...	12/11/2012 01:0...	2	Arrival terminal
9784	11/11/2012 19:4...		CH-F via La Plaine	✓	NOT_EXCLUDED	Genève	11/11/2012 19:4...	11/11/2012 20:2...	42		Paris-Gare-de-L...	11/11/2012 23:4...	11/11/2012 22:4...	11/11/2012 23:4...	54	Arrival terminal
2838	11/11/2012 19:4...		F-LUX (Voyages...	✓	NOT_EXCLUDED	Paris-Est	11/11/2012 19:4...	11/11/2012 19:4...	0		Luxembourg	11/11/2012 21:5...	11/11/2012 21:4...	11/11/2012 21:5...	2	Arrival terminal
9785	11/11/2012 19:1...		F-CH via La Plaine	✓	NOT_EXCLUDED	Paris-Gare-de-L...	11/11/2012 19:1...	11/11/2012 19:1...	0		Genève	11/11/2012 23:1...	11/11/2012 22:1...	11/11/2012 23:1...	55	Arrival terminal
24	11/11/2012 19:1...		I-CH via Chiasso	✓	NOT_EXCLUDED	MILANO C	11/11/2012 19:1...	11/11/2012 19:1...	0		Zürich HB	11/11/2012 23:2...	11/11/2012 23:2...	11/11/2012 23:2...	0	Arrival terminal
25	11/11/2012 19:0...		CH-I via Chiasso	✓	NOT_EXCLUDED	Zürich HB	11/11/2012 19:0...	11/11/2012 19:0...	0		MILANO C	11/11/2012 23:0...	11/11/2012 22:5...	11/11/2012 23:0...	14	Arrival
9559	11/11/2012 19:0...		F-D via String...	✓	NOT_EXCLUDED	Paris-Est	11/11/2012 19:0...	11/11/2012 19:0...	0		Frankfurt (Main) ...	11/11/2012 23:0...	11/11/2012 22:5...	11/11/2012 23:0...	8	Arrival terminal
9550	11/11/2012 19:0...		D-F via String...	✓	NOT_EXCLUDED	Frankfurt (Main) ...	11/11/2012 19:0...	11/11/2012 19:0...	1		Paris-Est	11/11/2012 22:4...	11/11/2012 22:5...	11/11/2012 22:4...	0	Arrival terminal
2834	11/11/2012 18:4...		F-LUX (Voyages...	✓	NOT_EXCLUDED	Paris-Est	11/11/2012 18:4...	11/11/2012 18:4...	4		Luxembourg	11/11/2012 20:5...	11/11/2012 20:4...	11/11/2012 20:5...	7	Arrival terminal
9780	11/11/2012 18:2...		CH-F via La Plaine	✓	NOT_EXCLUDED	Genève	11/11/2012 18:2...	11/11/2012 18:3...	5		Paris-Gare-de-L...	11/11/2012 22:1...	11/11/2012 21:4...	11/11/2012 22:1...	26	Arrival terminal
56	11/11/2012 18:2...		I-CH via Domodo...	✓	NOT_EXCLUDED	MILANO C	11/11/2012 18:2...	11/11/2012 18:2...	3		Basel SBB	11/11/2012 22:2...	11/11/2012 22:2...	11/11/2012 22:2...	-1	Arrival terminal
9223	11/11/2012 18:2...		F-CH via St. Louis	✓	NOT_EXCLUDED	Paris-Gare-de-L...	11/11/2012 18:2...	11/11/2012 18:2...	5		Zürich HB	11/11/2012 23:1...	11/11/2012 22:2...	11/11/2012 23:1...	50	Arrival terminal
9781	11/11/2012 18:1...		F-CH via La Plaine	✓	NOT_EXCLUDED	Paris-Gare-de-L...	11/11/2012 18:1...	11/11/2012 18:1...	0		Genève	11/11/2012 22:4...	11/11/2012 21:2...	11/11/2012 22:4...	83	Arrival terminal
59	11/11/2012 17:3...		CH-I via Domodo...	✓	NOT_EXCLUDED	Basel SBB	11/11/2012 17:3...	11/11/2012 17:3...	1		MILANO C	11/11/2012 21:3...	11/11/2012 21:3...	11/11/2012 21:3...	1	Arrival
9230	11/11/2012 17:2...		CH-F via St. Louis	✓	NOT_EXCLUDED	Zürich HB	11/11/2012 17:2...	11/11/2012 17:2...	0		Paris-Gare-de-L...	11/11/2012 21:5...	11/11/2012 21:3...	11/11/2012 21:5...	14	Arrival terminal

Picture 21 – Basic train information - Train overview

11.2 Segment overview

Data displayed in this table are:

11.2.1 General information on the train

- Reference train number
- Date of the start from origin (date and time)
- Product group (not implemented)
- Corridor Line

11.2.2 Responsible partners

- Responsible IM for the segment
- Responsible RU for the segment

11.2.3 Start of segment

- EPR Point name
- Planned date/time of start of segment (Seg_SoS)
- Actual date/time of start of segment (Seg_SoS)
- Lateness at start of segment (Seg_SoS)
- Point status (origin, departure, run-through, arrival or destination)

11.2.4 End of segment

- EPR Point name
- Planned date/time of end of segment (Seg_EoS)
- Actual date/time of end of segment (Seg_EoS)
- Lateness at end of segment (Seg_EoS)
- Point status (origin, departure, run-through, arrival or destination)

11.2.5 General information on the segment



- Segment number (order)
- Segment marker (L= line; S= station)

11.2.6 Calculated data

- Additional delay in the segment (difference between the lateness at start and end of the segment)
- Undocumented minutes (minutes to whom no delay code has been attributed)
- Recovered time
- Attributed delay minutes (minutes to whom a delay code has been attributed)
- Minutes attributed to:
 - Next IM
 - Next RU
 - Previous IM
 - Previous RU
 - External reason in the next network

11.3 Company overview

Data displayed in this table are:

- Company code/name
- Train number
- Date of the start from origin (date and time)
- Undocumented delays (for the concerned company)
- Attributed delays (for the concerned company)

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12. Train info page (TIS)

As explained in paragraph 9.1.2, it is possible to access the “TIS train info page” directly from the EPR tables.

When a user access the train info page a window opens (picture 26). This window displays the table containing the information about the concerned train run stored in TIS and filled in by the national IT systems.

The screenshot shows a web browser window titled "TrainInformationSystem - mozilla firefox" with the URL "https://europtirails.eu/im_pt/trainInfo.seam?sa=2012-11-12 11:29:00.0&tsn=50". The page displays train information for a specific train run.

Train identification

Train Information Summary

TrainInfo : Train is Europtirails Consolidated : 12/11/2012 14:34:32
From Point : MILANO C Date : 12/11/2012 07:25:00
To Point : Basel SBB Date : 12/11/2012 11:29:00
Last Position : Basel SBB Date : 12/11/2012 11:33:28
Delta : 4 Status : Arrival terminal

Train information

Point Name	Contracted Arr.	Contracted Dep.	RT/FC Arr.	RT/FC Dep.	Delta Arr.	Delta Dep.	Service Num. Arr.	Service Num. Dep.	Ass. IM RU Arr.	RU code Arr.
GALLARATE	12/11/2012 07:55:00	12/11/2012 07:58:00	12/11/2012 07:58:00	12/11/2012 08:00:00	3	4	50	50	83	TI-PN
SESTO CALENDE		12/11/2012 08:06:00		12/11/2012 08:10:00		4	50	50	83	TI-PN
Arona		12/11/2012 08:10:00		12/11/2012 08:14:30		4	50	50	83	TI-PN
Stresa		12/11/2012 08:20:00		12/11/2012 08:24:00		4	50	50	83	TI-PN
Verbania Pallanza		12/11/2012 08:25:00		12/11/2012 08:28:30		3	50	50	83	TI-PN
PREMOSELLO CH.		12/11/2012 08:34:00		12/11/2012 08:36:00		2	50	50	83	TI-PN
Biv. Valle		12/11/2012 08:38:00		12/11/2012 08:39:30		1	50	50	83	TI-PN
DOMODOSSOLA	12/11/2012 08:43:00	12/11/2012 08:48:30	12/11/2012 08:44:00	12/11/2012 08:59:52	1	11	50	50	83	TI-PN
Preglia		12/11/2012 08:53:12		12/11/2012 09:03:11		10	50	50	85	5510
Varzo		12/11/2012 08:59:54		12/11/2012 09:08:05		8	50	50	85	5510
Iselle di Trasquera		12/11/2012 09:04:06		12/11/2012 09:15:18		11	50	50	85	5510
Staz. della Galleria Sempione		12/11/2012 09:09:54		12/11/2012 09:20:54		11	50	50	85	5510
Brig Tunnel		12/11/2012 09:14:12		12/11/2012 09:25:21		11	50	50	85	5510
Brig	12/11/2012 09:15:57	12/11/2012 09:20:27	12/11/2012 09:27:36	12/11/2012 09:32:14	12	12	50	50	85	5510
Brig-Lötschberg (Abzw)		12/11/2012 09:21:25		12/11/2012 09:33:12		12	50	50	85	5510
Visp	12/11/2012 09:28:13	12/11/2012 09:28:43	12/11/2012 09:37:15	12/11/2012 09:39:05	11	10	50	50	85	5510
St. German (Abzw)		12/11/2012 09:31:11		12/11/2012 09:41:54		11	50	50	85	5510
Ferden(Spw)		12/11/2012 09:36:21		12/11/2012 09:47:15		11	50	50	85	5510
Mitholz(Spw)		12/11/2012 09:40:58		12/11/2012 09:52:59		12	50	50	85	5510

Train Information Delay(s)

Value	Delay Code	Delay Reason	Point Status	Actual Time	IM	Enee	Abbreviation	Full Description
1	50	50 - Exceeding the stop...	4	12/11/2012 08:00:00	83	1030	Galla	GALLARATE
1	68	68 - Staff	5	12/11/2012 08:41:00	83	1007	BEU	BEURA CARDEZZA
11	81	81 - Administrative for...	4	12/11/2012 08:59:30	83	1003	DO	DOMODOSSOLA
10	40	40 - Delay caused by n...	4	12/11/2012 08:59:30	83	1003	DO	DOMODOSSOLA
3	92	92 - Track occupation o...	3	12/11/2012 09:15:00	83	1952	IS	Iselle di Trasquera
5	63	63 - Problems affecting...	3	12/11/2012 09:37:15	83	7483	SP	Spiez

Picture 26– TIS train info page

This is useful for the user because it allows checking the exact data provided by the IM on the train run.

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13. Calculation page

The Company Admins can also access the calculation page. The manual for the calculation functions is separately delivered and can be found in the document “EPR Calculation Tool Guide”.

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14. Shortcomings

14.1 Loading

After having performed any action the (filtering, selecting, sorting and so on) the system loads the result (picture 27). This might take sometimes: user should be patient!

The screenshot shows the 'EPR Delays' interface. A table lists various delay incidents with columns for Marker, Reference, Date and time, Location, Delay, Delay Co, Proposed, Status, Who, When, N/A/D/C, Responsible IR, Responsible RI, Responsible company, Product group, Corridor line, and Dispute log. A 'Loading...' spinner is centered over the table. The table contains several rows of data, including incidents from 12/01/12 and 11/01/12. At the bottom right, there are logos for the European Union, RNE, and UIC, along with the text 'Co-financed by the European Union' and 'Trans-European Transport Network (TEN-T)'.

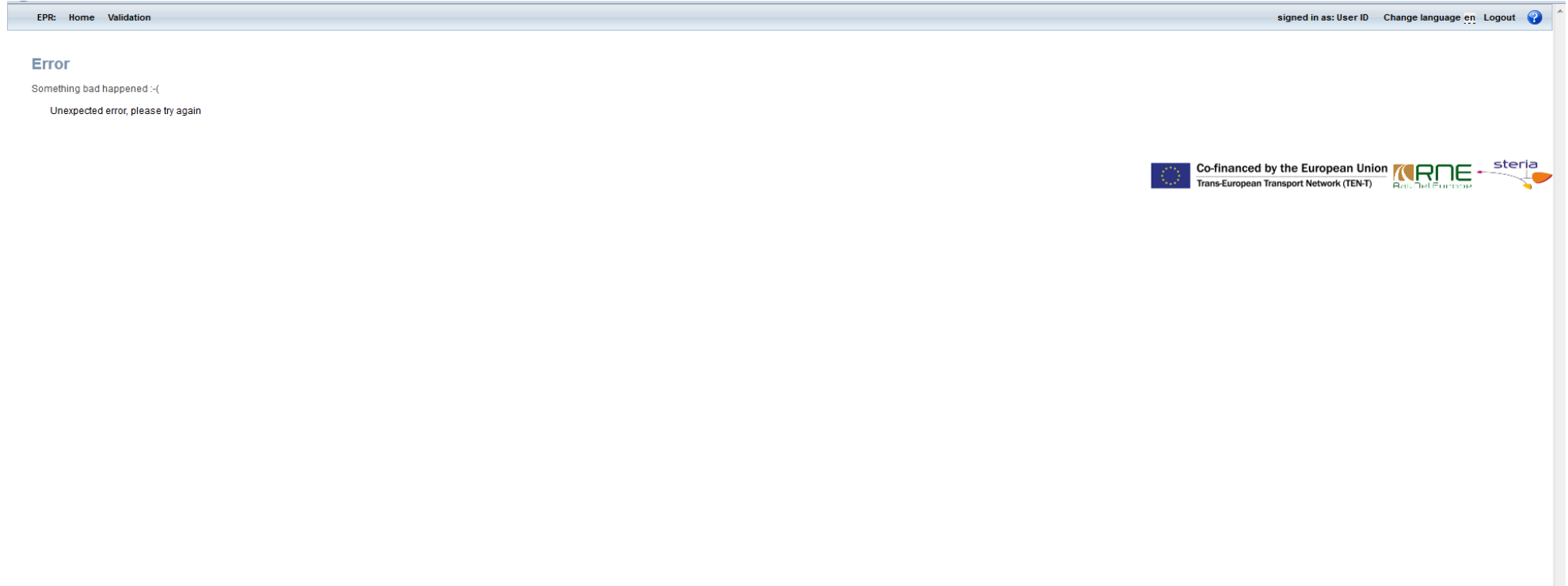
Picture 22 – system is loading

14.2 Error

System overcharge, more than one action performed while the system is loading and so on: some reasons can cause an error of the system. In these cases, an error message appears (picture 26). User should only come back to the page he/she was using and start again with the wanted action.

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Picture 23- Error message

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15. Help and support

TIS Service Desk : <http://tis.rne.eu/>

EPR service Desk

E-mail : support.epr@rne.eu