

EPR CALCULATION TOOL GUIDE

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1. Introduction

This document is the manual for the use of the web-based calculation application developed within the frame of the European Performance Regime (EPR) project. The calculation 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 calculation tool in details. For the calculation application, please refer to the EPR Validation Tool Guide.

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

2. 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 1): https://europtirails.eu/epr_pt/home.seam
- through TIS (picture 2): 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.

3. 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

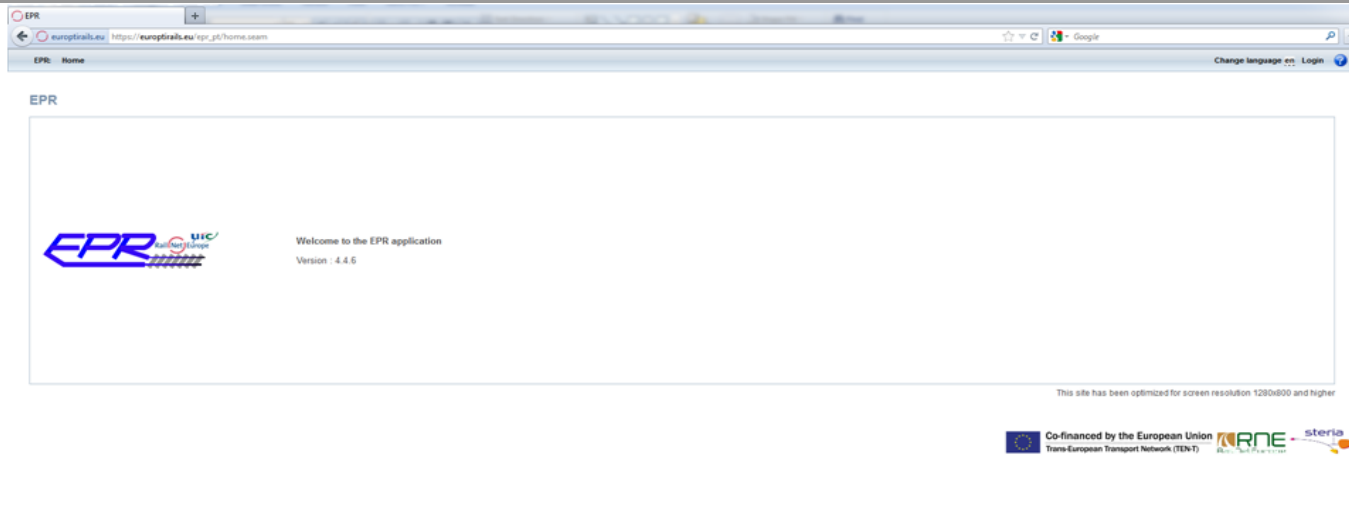
Each role has a basic set of rights but the Administrator(s) can assign additional rights to specific users. This manual only refers IM and RU users and Company Administrator roles. . Screenshots refer to the Company administrator role.

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

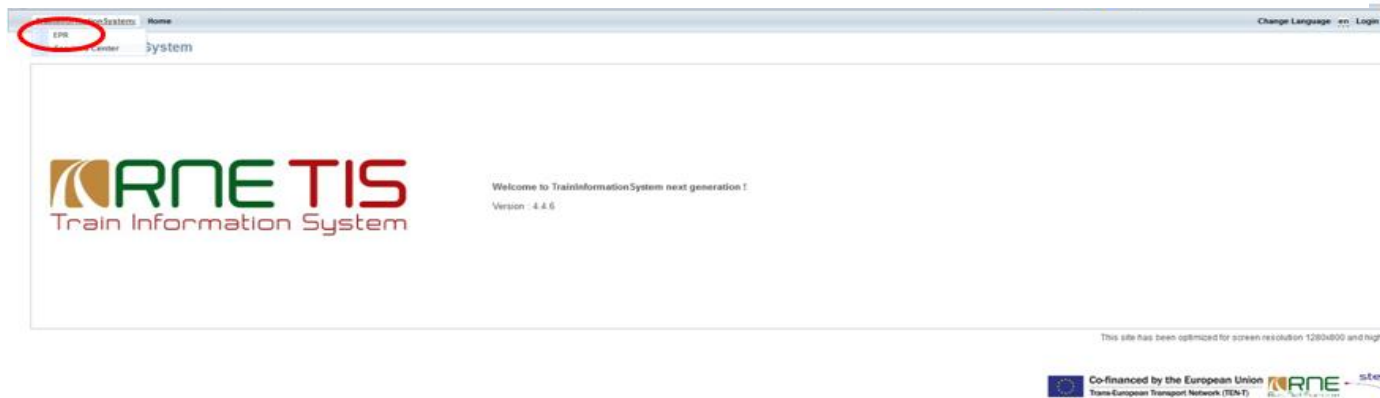
The IM Company Administrator can allow the national validation.

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Picture 1- home page of the EPR tool



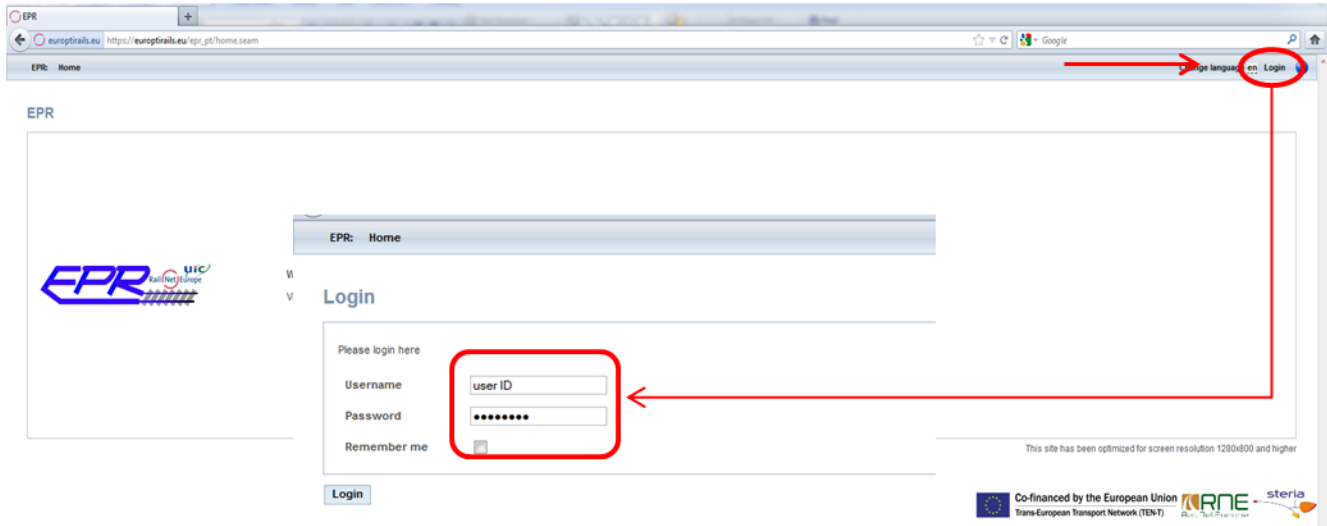
Picture 2 TIS home page

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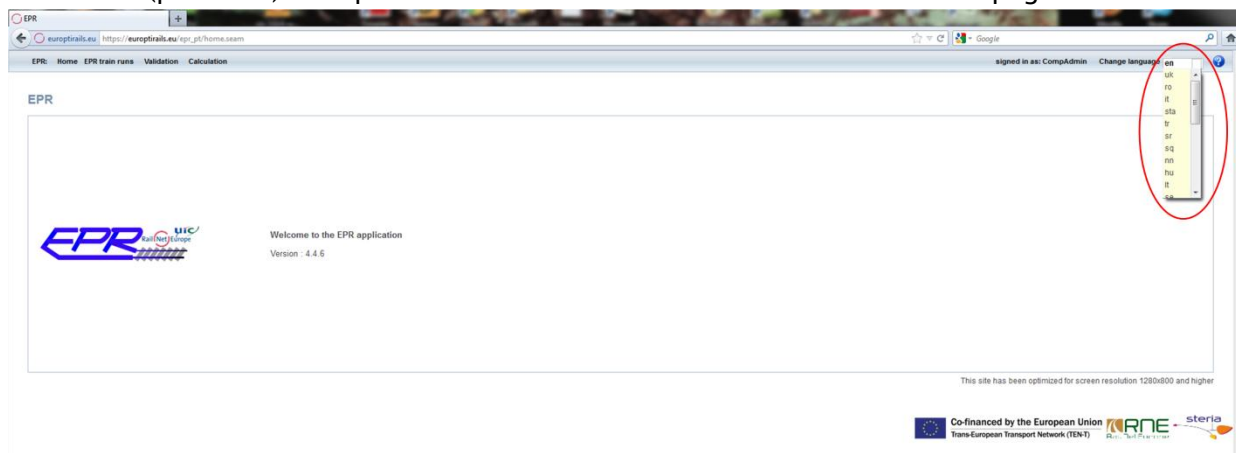
To log in the tool, click on the upright link (login, picture 3):



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 4). The password can be modified in the Services Centre page



Picture 4 - change language command

(see Services centre guide for more information).

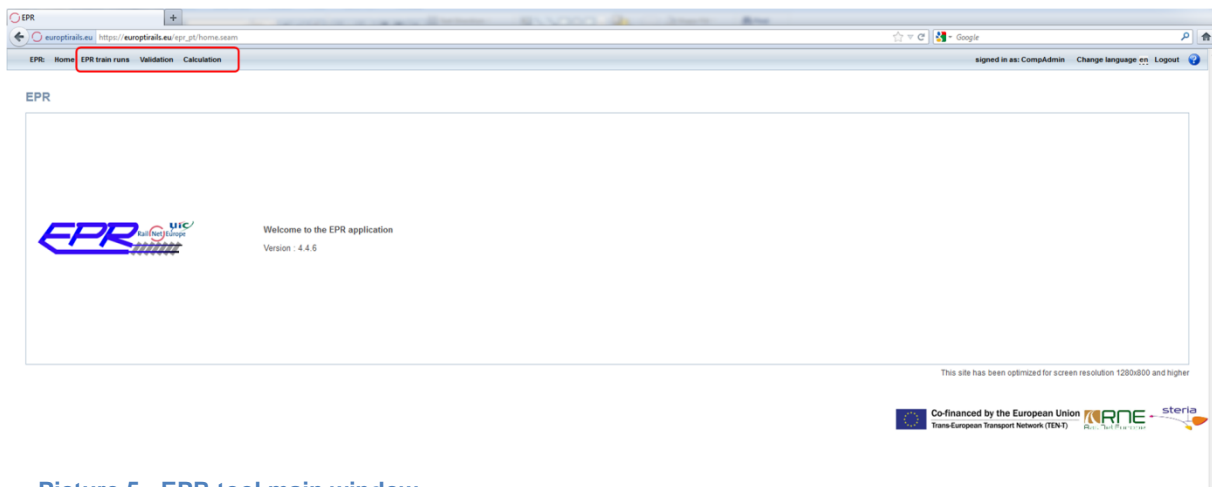
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4. Main window

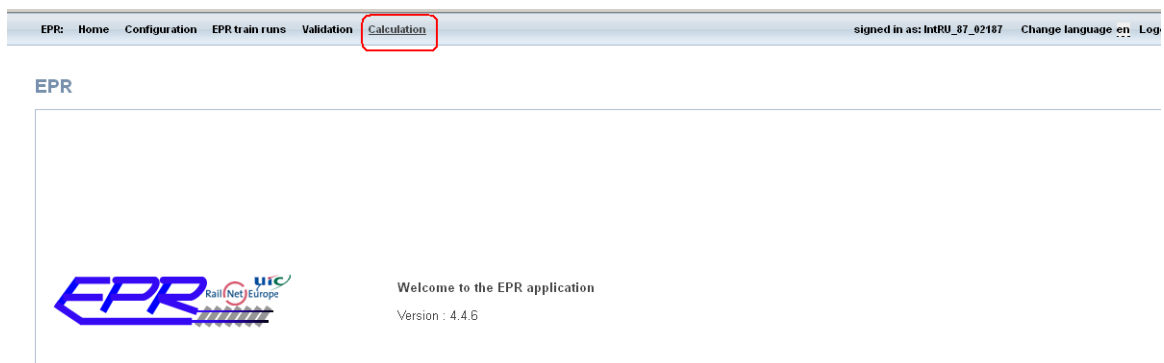
After identification, the main window opens. In the upper bar, the links to the several EPR functions are available. In the case of the Admin profile, EPR train runs, validation and calculation menus are available (picture 5). In the case of the user profile, only the validation menu is available



Picture 5 - EPR tool main window

5. Access to the functions/pages menu

To access the EPR validation functions, click on the “calculation” command: a drop-down menu will open (picture 6). To access the calculation tool or EPR train runs page, just click on the respective commands.



Picture 6 - calculation functions main drop-down menu

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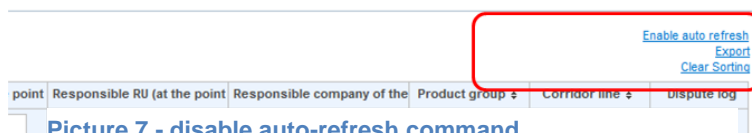
6. General information on the pages view possibilities

6.1 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.

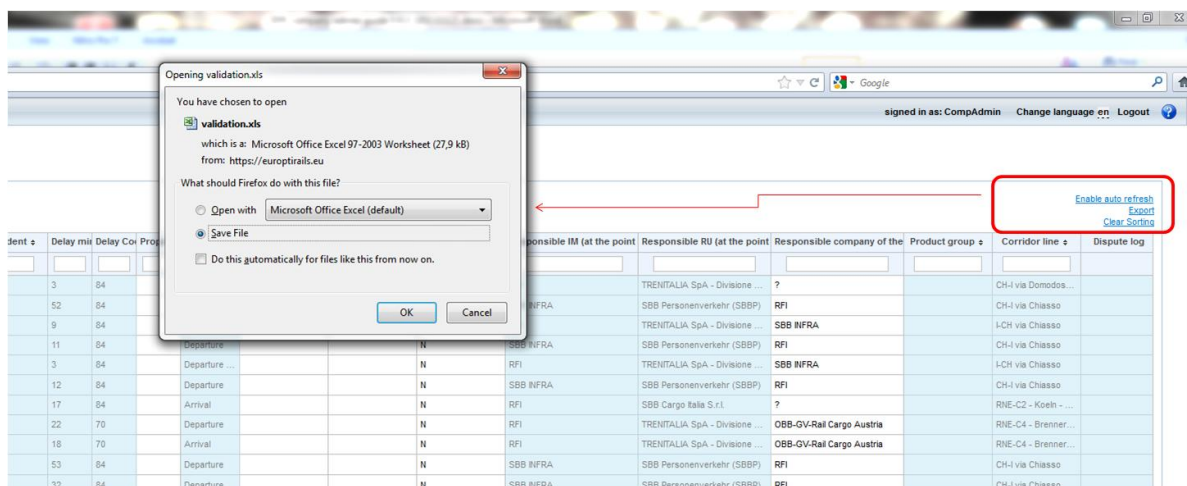
6.2 Disable auto-refresh

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 7).



Picture 7 - disable auto-refresh command

By disabling the auto-refresh, the “export” function is activated. By clicking on the related link (picture 8) 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 8.5 for more explanations): only these data will be downloaded.



Picture 8 – export function

6.3 Displaying the titles of the columns

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.

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).

6.4 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.

6.5 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 C
MILANO C
MILANO C
MILANO C
MILANO C
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MILANO C
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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 9).

In some tables, the data can be filtered according to pre-defined choices through a drop-down menu (picture 10).

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

6.6 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 11) 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 Domodossola	
N	RFI	TRENTALIA SpA - Divisione ...			RNE-C4 - Brenner...	
N	RFI	TRENTALIA SpA - Divisione ...				

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

6.7 Links

Some words or sentences are underlined in blue colour. When clicking on this word or sentence you will be directly forwarded to the related function. For example when you click on the train number the page with train info of the corresponding train will be shown (Picture 11).



Refere	Date of start at or	Product
9784	31/08/2012 19:4...	
86681	31/08/2012 19:1...	
24	31/08/2012 19:1...	

Picture 11 - Links

6.8 Context menus

It is possible to get access to different context menus in most of the tables.

First you have to select a row (this row is displayed in a blue background colour).

Then click right anywhere on the page, a sub menu appears with different possibilities: (Picture 12).

Selecting an entry in the sub menu displays the data relative to the selected row.



Refere	Date of start at or	Product group	Corridor line	Marker for exclus	Calculation Mod
9784	31/08/2012 19:4...		CH-F via La Plaine	✓	3
86681	31/08/2012 19:1...		F-LUX (TER) EW	✓	3
24	31/08/2012 19:1...		I-CH via Chiasso	✓	1
9559	31/08/2012 19:0...		F-D via Stiring-...	✓	3

Picture 12 – Context menu





6.9 Marker for exclusion

Many of the tables contain a column “Marker for Exclusion. In this 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 fixed by the EPR project members and implemented by the international admin (see Handbook 4.6).

A train can also be excluded manually if so required by specific rules.

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).

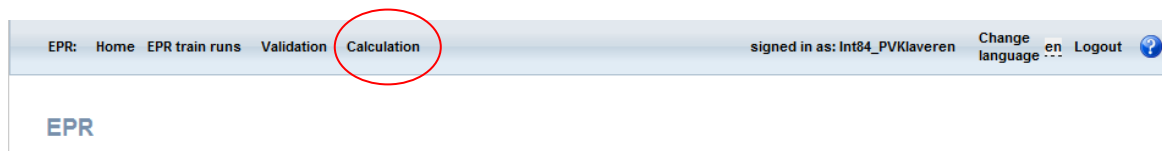
Note: one of the rules for automatic exclusion is based on the delivery of running advices for each EPR relevant point. As the CTT are sent to TIS before the start of the train run (according to every domestic rule) no RA is attached to these CTT in a first time and all the EPR trains are excluded automatically.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

7. User functions calculation / Calculation page

Differently from what concerns the validation application, no input for the calculation is required from the users. All data shown are only for information.

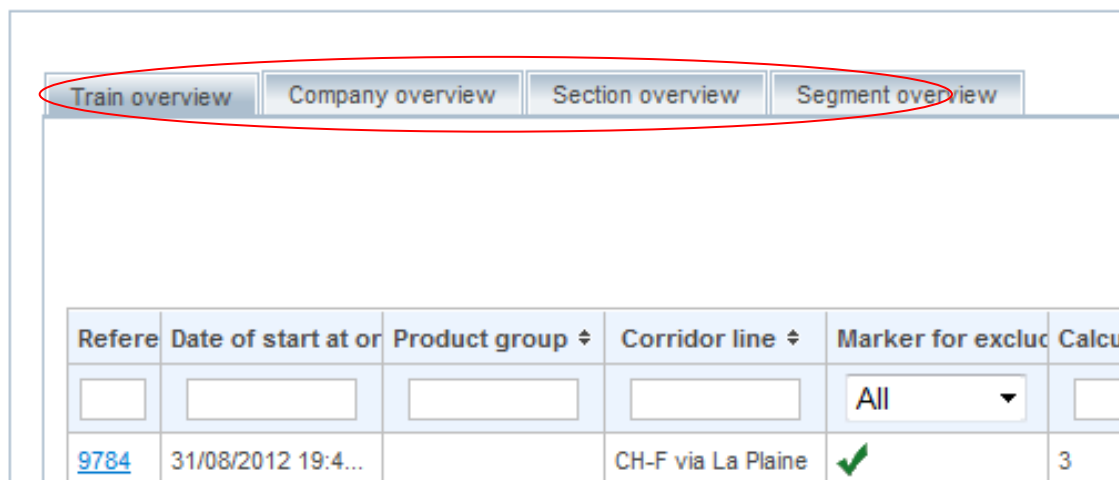
The information can help the user to understand how the calculation is done. So the user can check if the information is correct.

If the user chooses “calculation” in the headline of the main page (Picture13), the user sees the calculation page (Picture 14).



Picture 13 - Select Calculation

Calculation



Picture 14 – Calculation page

The Calculation page displays 4 different tables (Picture 14) where information regarding the not excluded EPR trains can be checked:

- Train overview
- Company overview
- Section overview
- Segment overview

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When clicking on a row of a specific train run (see 5.9) this train run is selected so that, changing to another overview only this train run is displayed.. The train can be deselected by clicking on Ctrl+enter. In the next sections the features of the calculation tool are explained. For an exact mathematical formula of the EPR calculation and explanation of the calculation, please refer to the EPR Handbook (Section 6 and Annex 6). Only the descriptions in the EPR Handbook are binding.

7.1 Train overview

In this table there is an overview of all EPR-train runs, containing the following information:

Column headers	Explanation
Reference Train Number	Reference train number from Contracted time table (CTT)
Date of start at origin	Date from CTT
Product group	(in the moment not used)
Corridor line	Indication of the corridor where the train is running
Marker for excluded trains	Checkbox for excluded trains; if marked the complete train run is excluded from calculations
Calculation Model Applied	Information which model is applied to the train run and the following values 1, 2, 3 possible: 1 = cooperation model 2 = single RU model 3 = adapted cooperation model (see the EPR handbook for detailed information)
Start at origin	First TIS point from the CTT
Planned time at start at origin	Planned date and time from CTT
Actual time at start at origin	Actual date and time from Running Advice (RA) = actual train run
Lateness at start at origin	Delta-t from RA
Final destination	Last TIS point from the CTT
Date of arrival at final destination	Date from CTT = Actual date of arrival at final destination (= double)
Planned date of arrival at final destination	Planned date and time from CTT
Actual date of arrival at final destination	Actual date and time from RA
Lateness at arrival at final destination	Delta-t from Running advice RA

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Actual EPR-point	Last TIS point where the lateness / delta-t value is available
Date of actual EPR-point	Date from CTT
Status at actual EPR-point	Status at from RA (last updated point / for calculation not important)
Planned time at actual EPR-point	Planned date and time from CTT (last updated point / for calculation not important)
Actual time at actual EPR-point	Actual date and time from RA (last updated point / for calculation not important)
Delta-t at actual EPR-point	Delta-t from Running advice (last updated point / for calculation not important)
Cake	Lateness at worst EPR point minus external delays
Worst EPR point	EPR point with highest Delta-t value from the entire train run
Status at worst EPR-point	Status at from RA
Lateness at worst EPR-point	Highest Delta-t value at EPR points from the entire train run
Sum of external delays	Sum of external delays of the entire train run
Sum of Caused delays	Sum of caused delays of the entire train run
Sum of totally suffered delays	Sum of suffered delays of the entire train run (sum of all partners, suffered minutes at the border included, suffered minutes by recovery included)
Planned time for train run	Planned time from departure at origin till arrival at final destination

7.2 Train info page

By clicking the train number (see 6.7) or selecting “Train info” in the context menu (see 6.8) that opens when the user clicks right after selecting the row of the desired train the “Train info page” opens in a different window.

The user is redirected automatically to the Train Info page of TIS where he can check the data relative to the train run which he wants to check (Picture 15):

- Train information (CTT and RA) from departure origin to final destination,
- Train information (delays and delay codes).

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Identification du train		Résumé info train	
Numéro de train	86796	Européanisé :	Train is Eurotrails
Heure de départ	04/11/2010 23:21:00	Consolidé :	Not implemented
Heure d'arrivée	05/11/2010 00:02:30	Depuis le point :	Metz-Ville
Référence	86796	Date :	04/11/2010 23:21:00
Heure de départ	04/11/2010 00:00:00	Jusqu'au point :	Zoufftgen (E)
Heure d'arrivée	05/11/2010 00:00:00	Date :	05/11/2010 00:02:30
		Dernière position :	Zoufftgen (E)
		Date :	05/11/2010 00:13:55
		Delta :	11
		Statut :	5

Train Information												
Nom du point	Heure théorique A	Heure théorique D	Observation / Pr	Observation / Pr	Gare rattachée	Delta Arr.	Gare rattachée	Delta Dép.	N° train Arr.	N° train Dép.	EF Arr.	EF Dép.
Metz-Ville	04/11/2010 23:21...			04/11/2010 23...				0	86796	86796	87/SNCF Proxi...	87/SNCF Proxi...
Metz-Chamblere	04/11/2010 23:23...			04/11/2010 23...				0	86796	86796	87/SNCF Proxi...	87/SNCF Proxi...

Information sur les causes de perte de temps											
Valeur	Code perte de	Cause perte de temp	Statut du poi	Heure courante	GI	CI	Abréviation	Description complète			
11	61	Not implemented	5	05/11/2010 00:13:54	87	19197	ZFF	Zoufftgen (E)			

Picture 15-Train info page

Only data regarding the train selected in the EPR Delays page are available for the user. It is not possible to select another train directly from the Train info page.

After checking the data the user has to close the current window by clicking "X" in the upper right side of the screen.

Four different fields are displayed in this page and can be hidden or unhidden if so needed:

- Train identification
- Train Information Summary
- Train information
- Train Information Delay(s)

For further information see TIS web-page³.

7.3 Company overview

This page (Picture 16) summarises for each EPR train the amount of minutes attributed to each company involved in the train run for caused delays and undocumented minutes.

This overview is calculated from the "Section overview" and "Segment overview". See in those paragraphs for more details.

Select at first in the "Train overview" one train. Click then on the tab "Company overview" to show the company information of that single train:

^{3 3} http://www.rne.eu/index.php/tis_operations.html

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Calculation

Train overview Company overview Section overview Segment overview									
Company code	Train number	Date of start at origin	Sum of undocumented minutes	Sum of caused delays	Sum of Suffered delays	Unrounded sum of Suffered delays	Sum of calculated recovered time	Sum of totally suffered delays	Unrounded sum of totally suffered delays
DB Schenker	43658	10/05/2012 04:00...	0	0	0.00	0.00000000	0.0	0.00	0.00000000
BLS Cargo (BLS)	43658	10/05/2012 04:00...	0	0	363.22	363.21588135	130.5	493.72	493.71588135
TRENTALIA SpA...	43658	10/05/2012 04:00...	0	186	-106.22	-106.21588609	0.0	-106.22	-106.21588609
KeyRail	43658	10/05/2012 04:00...	0	0	0.00	0.00000000	0.0	0.00	0.00000000
DB Schenker Rail...	43658	10/05/2012 04:00...	0	12	166.00	166.00000000	89.0	255.00	255.00000000
SBB INFRA	43658	10/05/2012 04:00...	0	4	100.00	100.00000000	14.0	114.00	114.00000000
RFI	43658	10/05/2012 04:00...	11	38	186.00	186.00000000	0.0	186.00	186.00000000
DBNetz	43658	10/05/2012 04:00...	6	90	88.00	88.00000000	89.0	177.00	177.00000000
BLS	43658	10/05/2012 04:00...	0	0	115.00	115.00000000	7.5	122.50	122.50000000

Picture 16 – Company overview page

Columns available in the Company overview table:

Column headers	Explanation
Company code	Name or abbreviation of company
Train number	Reference train number from Contracted time table (CTT)
Date of start at origin	Date and time from CTT
Sum of undocumented minutes	Sum of undocumented minutes by the company (only for IM)
Sum of caused delays	Sum of caused delays by the company (undocumented delays included for IM)
Sum of Suffered delays	Sum of suffered delays by the company (in 2 digits, recovered time not included)
Unrounded sum of Suffered delays	Sum of suffered delays by the company (recovered time not included)
Sum of calculated recovered time	Sum of calculated recovered time by the company
Sum of totally suffered delays	Sum of totally suffered delays by the company (in 2 digits, recovered time included)
Unrounded sum of totally suffered delays	Sum of totally suffered delays by the company (recovered time included)
Cake	Lateness at worst EPR point minus external delays
Share of caused delays	Percentage of the company of all the caused delays
Share of totally suffered	Percentage of the company of all the suffered delays

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delays	(recovered time included)
Payments	Share of caused delays x Cake (in 2 digits)
Unrounded payments	Share of caused delays x Cake
Receivables	Share of totally suffered delays x Cake (in 2 digits)
Unrounded receivables	Share of totally suffered delays x Cake
Balance	Receivables – Payments (in 2 digits)
Unrounded balance	Receivables – Payments

7.4 Section overview

A section is a part the train run where 1 IM is responsible (Picture 17).

Select at first in the “Train overview” one train. Click than on the tab “Section overview” to show the company information of that single train:

Calculation

<div>Train overview</div> <div>Company overview</div> <div>Section overview</div> <div>Segment overview</div>								
Train n	Date of start at origin	Responsible IM for the Section	Start of Section	Planned time at SEC_SoS	Actual time at SEC_SoS	Lateness at SEC_SoS	End of Section	Planned time at SEC_EoS
43658	10/05/2012 04:0...	RFI	Novara Boschetto	10/05/2012 04:0...	10/05/2012 07:0...	178	DOMO II	10/05/2012 08:3...
43658	10/05/2012 04:0...	BLS	DOMO II	10/05/2012 08:3...	10/05/2012 10:3...	115	Thun	10/05/2012 11:0...
43658	10/05/2012 04:0...	SBB INFRA	Thun	10/05/2012 11:0...	10/05/2012 12:4...	100	Gellert	10/05/2012 14:0...
43658	10/05/2012 04:0...	DBNetz	Gellert	10/05/2012 14:0...	10/05/2012 15:1...	76	Emmerich	11/05/2012 05:0...
43658	10/05/2012 04:0...	KeyRail	Emmerich	11/05/2012 05:0...	11/05/2012 03:2...	-96	Rotterdam Waalh...	11/05/2012 06:5...

Picture 17 - Section overview page

Columns available in the Section overview table:

Column headers	Explanation
Train number	Reference train number from Contracted time table (CTT)
Date of start at origin	Date and time from CTT
Responsible IM for the Section	Responsible IM for the Section
Start of Section	Geographical starting point
Planned time at SEC_SoS	Planned time at Start of Section
Actual time at SEC_SoS	Actual time at Start of Section
Lateness at SEC_SoS	Lateness Start of Section
End of Section	Geographical end point
Planned time at SEC_EoS	Planned time at End of Section

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Actual time at SEC_EoS	Actual time at End of Section
Lateness at SEC_EoS	Lateness End of Section
Section number	Section number (starting with number 1 for first section and counting up to every next section)
Planned time for Section	Planned time for Section from starting point till end point
Delays suffered by IM	Delays totally suffered by IM (calculated from the segments of this section (<u>totally</u> suffered))
Delays suffered by RU	Delays totally suffered by RU (calculated from the segments of this section (<u>totally</u> suffered))
Number of Rus involved in the Section	Number of RUs involved in the Section (if 1 for every section then indicates this the "normal" cooperation model)

7.5 Segment overview

A segment is a part of the path between two EPR points. Two kinds of segments are possible:

- Line segment (L) if the end and the start of the segment are 2 different EPR points.
- Station segment (S) if the end and the start belong to the same EPR point.

At first, select one train in the "Train overview", then click on the tab "Section overview" to show the company information of that single train:

This table (Picture 18) gives information for every segment of a train run. The user can check the amount of delays and recovered time attributed to each segment and its repartition between IMs and RUs.

For each segment the amount of undocumented minutes is also given.

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Calculation

<div>Train overview</div> <div>Company overview</div> <div>Section overview</div> <div>Segment overview</div>							
Train n	Date of start at origin	Product group	Corridor line	Responsible IM for the segment	Responsible RU for the segment	Start of segment	Planned time at SEG_SoS
43658	10/05/2012 04:02:00		RNE-C2 - Novara...	RFI	TRENITALIA SpA - Divisione ...	Novara Boschetto	10/05/2012 04:02:00
43658	10/05/2012 04:02:00		RNE-C2 - Novara...	RFI	TRENITALIA SpA - Divisione ...	Novara Boschetto	10/05/2012 04:02:00
43658	10/05/2012 04:02:00		RNE-C2 - Novara...	RFI	BLS Cargo (BLSC)	DOMO II	10/05/2012 05:41:00
43658	10/05/2012 04:02:00		RNE-C2 - Novara...	BLS	BLS Cargo (BLSC)	DOMO II	10/05/2012 08:39:57
43658	10/05/2012 04:02:00		RNE-C2 - Novara...	BLS	BLS Cargo (BLSC)	Thun	10/05/2012 11:09:26
43658	10/05/2012 04:02:00		RNE-C2 - Novara...	SBB INFRA	BLS Cargo (BLSC)	Thun	10/05/2012 11:09:26
43658	10/05/2012 04:02:00		RNE-C2 - Novara...	SBB INFRA	DB Schenker Rail Deutschland	Gellert	10/05/2012 14:01:55
43658	10/05/2012 04:02:00		RNE-C2 - Novara...	DBNetz	DB Schenker Rail Deutschland	Gellert	10/05/2012 14:01:55
43658	10/05/2012 04:02:00		RNE-C2 - Novara...	DBNetz	DB Schenker Rail Deutschland	Basel Bad BF	10/05/2012 14:05:00
43658	10/05/2012 04:02:00		RNE-C2 - Novara...	DBNetz	DB Schenker Rail Deutschland	Basel Bad BF	10/05/2012 14:05:00

Picture 18– Segment overview page

“Additional delays in the segment” is the amount of delay minutes attributed to the segment.

“Delays attributed to the segment” is the amount of documented minutes attributed to the segment.

Additional delays in the segment = (Delays attributed to the segment) + (Undocumented minutes in the segment) – (Recovered time in the segment).

Columns available in the Segment overview table:

Column headers	Explanation
Train number	Reference train number from Contracted time table (CTT)
Date of start at origin	Date from CTT
Product group	(in the moment not used)
Corridor line	Indication of the corridor where the train is running
Responsible IM for the segment	Responsible IM for the segment
Responsible RU for the segment	Responsible RU for the segment
Start of segment	Geographical starting point
Planned time at SEG_SoS	Planned time at Start of Segment
Actual time at SEG_SoS	Actual time at Start of Segment
Lateness at SEG_SoS	Lateness Start of Segment
End of segment	Geographical end point
Planned time at SEG_EoS	Planned time at End of Segment

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Actual time at SEG_EoS	Actual time at End of Segment
Lateness at SEG_EoS	Lateness End of Segment
Segment number	Segment number (starting with number 1 for first section and counting up to every next section)
Attributed Section number	Section number
Segment marker	L = Line segment; S = Station segment
Planned time for segment	Planned time for Segment from starting point till end point
Percentage of Planned time for segment	Percentage of Planned time for segment
Additional delay in the segment	Additional delay in the segment
Undocumented minutes in the segment	Undocumented minutes in the segment
Recovered time in the segment	Recovered time in the segment
Calculated recovered time in the segment (IM)	Calculated recovered time in the segment (IM)
Calculated recovered time in the segment (RU)	Calculated recovered time in the segment (RU)
Delays suffered by IM	Delays suffered by IM
Delays suffered by RU	Delays suffered by RU (2 digits)
Unrounded delays suffered by RU	Delays suffered by RU
Delays attributed to the segment	Delays attributed to the segment
Delays attributed to the SEG_RIM	Delays attributed to the responsible IM
Delays attributed to the SEG_RRU	Delays attributed to the responsible RU
Delays attributed to the External causes	Delays attributed to the External causes
Delays attributed to the next IM	Delays attributed to the next IM
Delays attributed to the previous IM	Delays attributed to the previous IM
Delays attributed to the next RU	Delays attributed to the next RU
Delays attributed to the previous RU	Delays attributed to the previous RU
Delays attributed to external causes on the next network	Delays attributed to external causes on the next network
Delays attributed to track occupation	Delays attributed to track occupation
Delays attributed to turn around, connection	Delays attributed to turn around, connection

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8. Reports

Users can also order general reports with an overview of the calculation from the Oracle Reporting tool.

9. Help and support

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

EPR service Desk

E-mail : support.epr@rne.eu

10. List of terms and abbreviations

CTT = Contracted Time Table

Delta-t value = lateness at geographical point

IM = Infrastructure Manager

RA = Running Advice = actual time train run

RU = Railway Undertaking

SEC_EoS = end of section

SEC_SoS = start of section

SEG_EoS = end of segment

SEG_SoS = start of segment

TIS = Train Information System