



## APPLICATION TO THE OFFICE OF RAIL AND ROAD FOR A FREIGHT TRACK ACCESS CONTRACT, OR AN AMENDMENT TO AN EXISTING CONTRACT

ORR ensures that train operating companies have fair access to the rail network and that best use is made of capacity.

Use this form to apply to the Office of Rail and Road (ORR) for:

- Directions under section 17 of *The Railways Act 1993* (the Act) for a new track access contract. This is for companies who want to use Network Rail's network where the parties are not able (for whatever reason) to reach agreement.
- Approval for a new track access contract under section 18 of the Act. This is for use where terms have been agreed by the parties.
- Approval of a proposed amendment to an existing track access contract, agreed by both parties, under section 22 of the Act.
- Directions under section 22A of the Act for an amendment to an existing track access contract. This is for someone seeking an amendment to an existing track access contract to permit more extensive use of the railway facility if the parties are not able, for whatever reason, to reach agreement.

The form sets out ORR's standard information requirements for considering applications. Our [track access guidance](#) (and our [making an application](#) guidance in particular) explains the process, timescales and the issues we will consider. Please read the guidance before completing the contract and this form.

If the facility owner and beneficiary have agreed terms, the facility owner should fill in the form. If not, the beneficiary should fill in the form.

A pre-application industry consultation is usually required before submitting an application. Please see the industry [code of practice for track access application consultations](#) for more information.

Network Rail should normally take responsibility for the pre-application consultation, where the terms are agreed. Before a consultation is made, complete this form up to the end of section 8. You should fill in the rest of the form after the consultation and before applying to ORR.

If, in the case of section 17 and 22A applications, the beneficiary and Network Rail have been unable to agree terms, the beneficiary should:

- (a) ask Network Rail to conduct a pre-application consultation in line with the code of practice; or
- (b) conduct a pre-application consultation itself, in line with the code of practice; or
- (c) submit the application to ORR and ask ORR to conduct the consultation, in which case, please complete this form in full before submitting it to us.

We are happy to talk to you informally before you apply. Please contact us at [Track.Access@orr.gov.uk](mailto:Track.Access@orr.gov.uk). You should use our current [model freight track access contract](#) as your starting point. Please ensure that you are using the latest version of this form as published on our [website](#). We may ask for applications which have not used the latest templates to be resubmitted.

You may also use and adapt this form if necessary to apply to use railway facilities other than those of Network Rail. Do not use this form for HS1, for which a separate form is available on our [website](#).

## 1. Application Summary

### 1.1 Facility owner:

Network Rail Infrastructure Limited ("Network Rail")

### 1.2 Beneficiary Company:

Varamis Rail Limited

### 1.3 With which of the regions does this application interact?

|         |                                      |  |   |   |   |
|---------|--------------------------------------|--|---|---|---|
| Region: | Southern<br><input type="checkbox"/> | Eastern<br><input checked="" type="checkbox"/> | North West & Central<br><input checked="" type="checkbox"/> | Wales & Western<br><input type="checkbox"/> | Scotland's Railway<br><input checked="" type="checkbox"/> |
|---------|--------------------------------------|--|---|---|---|

### 1.4 Application under the Railways Act 1993 section:

|    |                          |    |                          |    |                          |                               |                                     |
|----|--------------------------|----|--------------------------|----|--------------------------|-------------------------------|-------------------------------------|
| 17 | <input type="checkbox"/> | 18 | <input type="checkbox"/> | 22 | <input type="checkbox"/> | 22A                           | <input checked="" type="checkbox"/> |
|    |                          |    |                          |    |                          | Supplemental Number:          | Second                              |
|    |                          |    |                          |    |                          | Current contract date:        | 5 <sup>th</sup> August 2022         |
|    |                          |    |                          |    |                          | Current contract expiry date: | 31 <sup>st</sup> December 2024      |

### 1.5 Executive summary of the proposed contract or amendment: (Brief & High Level)

The Rights Table in Schedule 5 of the Track Access Contract (Freight Services) dated 5<sup>th</sup> August 2022 between the Parties ("the Contract") shall be amended by updating Service Group 9800 (flows 1-12) with the details listed in Annex 1 of the Supplemental Agreement to be consistent with the December 23 timetable.

New & current flows for Express Rail Freight services, including new paths for engineering moves.

#### **Current flows:**

Mossend Down Yard to Birmingham International, twice per night, Mon to Fri.  
 Mossend Down Yard to Birmingham International, once per night, Sunday's Only.  
 Birmingham International to Mossend Down Yard, twice per night, Mon to Fri.  
 Birmingham International to Mossend Down Yard, once per night, Sunday's Only.

#### **Aspirational flows:**

Birmingham International to London Liverpool St, twice per day, Mon to Fri.  
 London Liverpool St to Birmingham International, twice per day, Mon to Fri.  
 Birmingham International to Wembley Depot (Engineering Move), twice per week.  
 Wembley Depot to Birmingham International (Engineering Move), twice per week.

|  |                                |
|--|--------------------------------|
| Proposed commencement date:                                  | Date of ORR's approval         |
| Expiry date:   | 31 <sup>st</sup> December 2024 |
| Date Approved at SOAR  | N/A                            |
| If rights currently running as TOVRs when did they commence? | October 2022                   |

### 1.6 Industry consultation:

|   |  |                        |  |
|---|--|------------------------|--|
| Who carried out the consultation?                   |  |                        |  |
| Consultation start date:                            |  | Consultation end date: |  |
| Not carried out <input checked="" type="checkbox"/> |  |                        |  |

**1.7 Applicant details**

|   |   |
|---|---|
| <p>Network Rail Infrastructure Limited ("Network Rail")</p> <p><b>Contact individual:</b> Jules Graham<br/> <b>Job title:</b> Customer Relationship Executive<br/> <b>Telephone number:</b> [REDACTED]<br/> <b>E-mail address:</b><br/> [REDACTED]</p> <p><b>Address:</b><br/> Floor 3, Waterloo General Offices<br/> London<br/> SE1 8SW</p> | <p>Varamis Rail Limited</p> <p><b>Contact name:</b> Philip Read<br/> <b>Job title:</b> Managing Director<br/> <b>Telephone number:</b> [REDACTED]<br/> <b>Email address:</b> [REDACTED]</p> <p><b>Address:</b><br/> Room 103B,<br/> Denison House,<br/> Hexthorpe Road<br/> Doncaster,<br/> DN4 0BF</p> |
|---|---|

**1.8 Date of application to ORR:**20<sup>th</sup> May 2024**1.9 Checklist of documents attached to the application form:**

- Proposed new contract or supplemental agreement
- Marked up Schedule 5 (where applicable)
- Marked up comparison to model contract (where applicable)
- All consultation correspondence
- Supporting evidence such as performance improvement plans or modelling exercises.
- Other supporting documents, side letters or collateral agreements (please list):

|  |
|--|
|  |
|  |

**1.10 Confidential redactions:** If there is any information you want us to exclude from publication please list it here and provide full reasons for the redactions. Please provide a redacted version of the document(s) that we can publish.

N/A

**2. Licence and railway safety certificate****2.1 Please state whether:**

- you intend to operate the services yourself; or
- have them operated on your behalf. 
  - if so, please name the proposed operating company:

**2.2 Does the proposed operator of the services:**

- (a) hold a valid train operating licence under section 8 of the Railways Act 1993 or an exemption under section 7, **and**
- (b) hold a valid safety certificate under the Railways and Other Guided Transport Systems (Safety) Regulations 2006.

If the answer to (a) or (b) is no, please state the point reached in obtaining a licence, exemption and/or safety certificate.

### 3. The proposed contract or amendment

**3.1 Application overview:** Please detail the proposed contract or amendment. This should cover the services, the commercial terms, and the reasons for making the application in the terms proposed. This information should be laid out clearly and concisely, and fully highlight the changes from the previous version of the contract (in the case of an amendment).

Varamis Rail applies for current & new flows for Express Rail Freight services in its new Track Access Contract with the ORR, including new paths for engineering moves.

**Current flows:**

Mossend Down Yard to Birmingham International, twice per night, Mon to Fri.  
 Mossend Down Yard to Birmingham International, once per night, Sunday's Only.  
 Birmingham International to Mossend Down Yard, twice per night, Mon to Fri.  
 Birmingham International to Mossend Down Yard, once per night, Sunday's Only.

**Aspirational flows:**

Birmingham International to London Liverpool St, twice per day, Mon to Fri.  
 London Liverpool St to Birmingham International, twice per day, Mon to Fri.  
 Birmingham International to Wembley Depot (Engineering Move), twice per week.  
 Wembley Depot to Birmingham International (Engineering Move), twice per week.

Varamis Rail has invested in 10 x Class 321 Electric Multiple Units to service these flows for the new Express Rail Freight market, bringing a new fully electric, decarbonised transportation solution to the logistics sector. With huge environmental gains that see a 100% reduction in carbon emissions when compared to current methods of goods transportation. These flows are critical for Varamis Rail to optimise the benefits it can offer to the wider UK economy with the fleet of trains it has procured.

**3.2 Capacity considerations:** Please detail the steps taken by the parties to satisfy themselves that there is sufficient network capacity for the services in the proposal. Include details on all relevant capacity considerations, including but not limited to track and power supply traction. Will the proposed Rights operate over an area subject to a **Declaration of Congested Infrastructure**, or will the capacity requirement result in a Declaration of Congested Infrastructure by Network Rail (under the Network Code)

With only 10 services being applied for, Varamis Rail considers this to be a relatively low amount compared to the total amount of services on the network every day. Varamis Rail will service these flows with high-speed 100mph EMUs, an attribute that Varamis Rail can take advantage of by finding capacity in the working timetable by integrating more easily with passenger services where traditional rail freight has found its challenges in the past.

**3.3 Safety risks:** Please explain any important safety risks that have been identified arising from the proposal and how these will be controlled (by reference to the facility owner's safety authorisation and the train operator's safety certificate).

No material safety risks have been identified as arising from this application.

**3.4 Contract duration:** For new agreements or extensions to existing agreements, please provide justification for the proposed duration and, if more than 5 years, with reference to the [Railways \(Access, Management and Licensing\) Regulations 2016](#).

N/A

**3.5 Performance:** Are there any implications for overall network performance? Please outline your assurance process that shows that any performance risk is tolerable in comparison to the benefits of the application. Please explain any risk mitigations. Please attach any associated evidence to support your case.

N/A

**3.6 Maintenance and renewals:** Are there any implications for the facility owner's maintenance and renewal activities?

N/A

**3.7 Terms not agreed with the facility owner (for applications under sections 17 or 22A only):** Please explain any areas of the application which have ***not*** been agreed, the reasons for the failure to agree and the reasons for seeking these provisions.

All aspects of this application are at not-agreed status with Network Rail. This application has not progressed through NR consultation due to the insufficient time available to complete this ahead of the ORR deadline to receive applications of 20th May 2024.

**3.8 Bespoke provisions (departures from ORR's model access contracts)**

Does the proposed contract include any departures from ORR's model access contract:

Yes

No

If yes, please set out and explain any:

- areas where the drafting of the application changes ORR's published template access contracts (as appropriate, cross-referencing to the answers below). Please also explain why these departures have been made.

N/A

- instances where the proposal departs from the charging and/or performance regimes established by ORR's latest periodic review (or subsequent interim reviews) as reflected in ORR's model access contracts, including the financial implications (e.g. establishment of an access charge supplement or rebate).

N/A

- new processes (e.g. a self-modification provision) which have been added. Please also demonstrate fully how this new process is robust and complete.

N/A

### 3.9 Consolidated contract

For amendments to existing contracts, is the version of the consolidated contract on our [website](#) fully up to date? If not, please explain why not.

Up-to-date version is on the ORR website

## 4. The expression of access rights

**4.1 Changes to rights:** please provide full descriptions of any new rights required, as compared to the previous contract (in the case of an amendment). Please attach a fully marked-up version or document comparison of any tables in Schedule 5 which are being modified as a result of this application.

Please see attached marked up Schedule 5 rights table indicating requested changes. These are summaries below:

Birmingham International to London Liverpool St, twice per day, Mon to Fri.  
 London Liverpool St to Birmingham International, twice per day, Mon to Fri.  
 Birmingham International to Wembley Depot (Engineering Move), twice per week.  
 Wembley Depot to Birmingham International (Engineering Move), twice per week.

**4.2 Firm rights:** Do the Firm Rights in the proposal contract relate to service freight haulage contracts which you hold or will hold? If so, how? How does the duration of these haulage contracts compare with the duration of the proposed track access contract?

Varamis holds current haulage contracts which are being negotiated and expire in Dec 2028.

**4.3 Contingent Rights:** Please set out the extent to which you expect to use the Contingent Rights in the application. In particular, please state whether the proposed rights are seasonal (eg 3 months each year) or occasional (eg MO, SX, etc)..

N/A

**4.4 Window size:** Please set out the reasons for the origin and destination window sizes used in the Rights Table in Schedule 5.

This Second Supplemental seeks for:

- XX Additional 1 hr 'window' Firm Rights
- XX Aspirational 1 hr 'window' Firm Rights

The duration of these proposed rights are until 31<sup>st</sup> December 2024 but will be extended as part of the renewal of the Track Access Contract later this year.

These are proven times that enable sufficient loading or unloading times for the associated length of train in the table, ie. 2 hours for an 8-car train, 3 hours for a 12-car train.

**4.5 Long Term Planning Process:** Is the Long Term Planning Process (or similar devolved authority or regional service delivery project) relevant to this application? If so, please explain how the proposed rights are consistent or inconsistent with this.

N/A

## 6. Incentives

**6.1 Train operator performance:** please describe any planned projects associated with the operation of the proposed services aimed at improving your performance.

There are no planned projects associated with the particular flows in the Second Supplemental Agreement.

Varamis Rail's current 1S04 service often travels between Birmingham & Mossend in under 4hrs, though it is planned to take 4hours 44 minutes through the long-term planning process. Varamis Rail believes its aspirations below are very achievable:

- Birmingham to Mossend – 4 hours
- Birmingham to London – 2 hours

**6.2 Facility owner performance:** please describe any planned projects associated with the operation of the proposed services aimed at improving the facility owner's own performance.

There are no planned projects associated with the particular flows in the Second Supplemental Agreement.

**6.3 Restrictions of use:** set out and explain the reasons for any changes from the Restrictions of Use regime in the model freight track access contract (Schedule 4)

N/A

## 7. Enhancement

**7.1 Enhancement details:** Please provide details of any relevant enhancement schemes. Where the proposal delivers part of, or the associated services are subject to, a network enhancement, please summarise the outputs and timescales of the scheme and explain the extent to which the Part G Network Change procedure has been completed.

There are no network enhancements associated with this Second Supplemental Agreement

**7.2 Enhancement charges:** please confirm that the arrangements for the funding of any network enhancements are consistent with the [investment framework](#), and summarise the level and duration of payments, and the assumed rate of return.

N/A

## 8. Associated access contracts

**8.1 Associated applications to ORR:** please state whether this application is being made in parallel with, or relates to, any other previous, current or forthcoming applications to ORR (e.g. in respect of track access, station or light maintenance depot access contracts). Where the application is being made in parallel with any other application from the same operator, please ensure the applications are consistent with one another. Where the application relies on another operator relinquishing access rights, please provide details.

This application is made under Section 22a of the Railway Act in accordance with the ORR's letter of 24 April 2024 advising on the process for managing competing and/or complex track access applications until the Dec 2025 timetable change.

**8.2 Unregulated access:** please comment on whether any contracts are being negotiated for access to a facility adjoining Network Rail's network (e.g. to a freight light maintenance depot), including where ORR's approval is not required. For more information, see [The Railways \(Class and Miscellaneous Exemptions\) Order 1994](#). (This is relevant in the context of clause 6.4 of the model contract.)

N/A

## 9. Pre-application consultation

### 9.1 The consultation:

If consultation has not been carried out, explain why not.

This application is made under Section 22a of the Railway Act in accordance with the ORR's letter of 24 April 2024 advising on the process for managing competing and/or complex track access applications until the Dec 2025 timetable change

If a consultation has been carried out please:

- state who conducted the consultation;
- list all train operators and any other parties that were consulted, stating which parties responded and attach their responses and any associated documentation to this form; and
- state the period allowed for the consultation. If this was less than one calendar month, please explain the reasons for this.
- If the consultation was concluded some time ago, please explain why you consider it is still valid.
- have there been any material changes since consultation that could affect the validity of the responses received?
- please list any information that you have redacted from any documentation sent to consultees and the reasons for the redactions.

N/A

**9.2 Resolved issues:** please explain any issues raised by consultees which have been resolved.

N/A



**9.3 Unresolved issues:** Please explain any issues raised by consultees which have **not** been satisfactorily resolved and why you think these issues should not stop ORR approving the application. Include details of steps taken to resolve the dispute such as meetings or counter offers and provide copies of correspondence where available.

N/A

### 10 Certification

*Warning: Under section 146 of the Railways Act 1993, any person who, in giving any information or making any application under or for the purposes of any provision of the Railways Act 1993, makes any statement which he knows to be false in a material particular, or recklessly makes any statement which is false in a material particular, is guilty of an offence and so liable to criminal prosecution.*

**In the case of agreed applications under section 18 or 22, the facility owner should fill in the information in the box below. For disputed applications under section 17 or 22A, the applicant should fill in the required information.**

I certify that the information provided in this form is true and complete to the best of my knowledge

|                |              |            |                           |
|----------------|--------------|------------|---------------------------|
| Signed         |              | Date:      | 16 <sup>th</sup> May 2024 |
| Name (in caps) | Philip Read  | Job title: | Managing Director         |
| For (company)  | Varamis Rail |            |                           |

For section 18/22 applications, please provide a letter of support from the beneficiary or ask them to sign here:

|                      |                 |
|----------------------|-----------------|
| Signed .....         | Date.....       |
| Name (in caps) ..... | Job title ..... |
| For (company) .....  |                 |

### 11. Submission

**11.1 What to send:** please supply the application form, the proposed contract or amendment and, where possible, any other supporting information, in electronic form by e-mail, **in plain Microsoft Word or Open Document Text format** (i.e. excluding any macros, auto-para or page numbering, or other auto-formatting).

**11.2 Where to send it:**

Freight Track Access Manager      Email: [track.access@orr.gov.uk](mailto:track.access@orr.gov.uk)