

TRACK ACCESS CONTRACT (PASSENGER SERVICES)

Dated

03 March 2016

Between

NETWORK RAIL INFRASTRUCTURE LIMITED

and

ABELLIO SCOTRAIL LIMITED

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THIS CONTRACT is made the 03 day of March 2016

BETWEEN:

- (1) NETWORK RAIL INFRASTRUCTURE LIMITED, a company registered in England under number 2904587 having its registered office at 1 Eversholt Street, London, NW1 2DN ("Network Rail"); and
- (2) ABELLIO SCOTRAIL LIMITED, a company registered in Scotland under number SC450732 having its registered office at 5th Floor, Culzean Building 36 Renfield Street, Glasgow, G2 1LU, United Kingdom (the "Train Operator").

WHEREAS:

- (A) Network Rail is the owner of the Network; and
- (B) Network Rail has been directed by ORR to grant to the Train Operator permission to use certain track comprised in the Network on the terms and conditions of this contract.

IT IS AGREED AS FOLLOWS:

1 INTERPRETATION

1.1 Definitions

In this contract unless the context otherwise requires:

"Access Agreement" has the meaning ascribed to it in Part A of the Network Code;

"access charges review" has the meaning ascribed to it in paragraph 1(1) of Schedule 4A to the Act;

"Access Dispute Resolution Rules" and **"ADRR"** have the meaning ascribed to them in Part A of the Network Code;

"Access Proposal" has the meaning ascribed to it in Part D of the Network Code;

"Act" means the Railways Act 1993;

"Affected Party" has the meaning ascribed to it in Clause 17.1;

"Affiliate" means, in relation to any company:

- (a) a company which is either a holding company or a subsidiary of such company; or
- (b) a company which is a subsidiary of a holding company of which such company is also a subsidiary,

and for these purposes "holding company" and "subsidiary" have the meanings ascribed to them in section 1159 of the Companies Act 2006;

“Ancillary Movements” has the meaning ascribed to it in Part D of the Network Code;

“Applicable Engineering Access Statement” means the Engineering Access Statement in force in respect of the Routes on the Effective Date, as from time to time amended or replaced under Part D of the Network Code;

“Applicable Timetable Planning Rules” means the Timetable Planning Rules in force in respect of the Routes on the Effective Date, as from time to time amended or replaced under Part D of the Network Code;

“Applicable Timetable” has the meaning ascribed to it in Schedule 8;

“associate” has the meaning ascribed to it in section 17 of the Act;

“Claims Allocation and Handling Agreement” means the agreement of that name approved by ORR;

“Collateral Agreements” means the agreements and arrangements listed in Schedule 3;

“Confidential Information” means information relating to the affairs of one party to this contract or any of its Affiliates which has been provided by any such person to the other party under or for the purposes of this contract, or any matter or thing contemplated by this contract or to which this contract relates, the disclosure of which is likely materially to compromise or otherwise prejudice the commercial interests of any such person;

“contract” means this document including all schedules and appendices to it, the Network Code and the Traction Electricity Rules;

“Contract Year” means each yearly period commencing on [XX March 2016] and subsequently on each anniversary of such date;

“D-X” has the meaning ascribed to it in Part D of the Network Code;

“Default Interest Rate” is two percent above the base lending rate of Barclays Bank PLC as varied from time to time;

“Environmental Condition” has the meaning ascribed to it in Part E of the Network Code;

“Environmental Damage” has the meaning ascribed to it in Part E of the Network Code;

“European licence” has the meaning ascribed to it in section 6(2) of the Act;

“Event of Default” means a Train Operator Event of Default or a Network Rail Event of Default;

“Expiry Date” means Principal Change Date December 2022;

“Force Majeure Event” has the meaning ascribed to it in Clause 17.1;

“Force Majeure Notice” has the meaning ascribed to it in Clause 17.1;

“Force Majeure Report” has the meaning ascribed to it in Clause 17.1;

“Franchise Agreement” means the franchise agreement with Scottish Ministers referred to in Schedule 3;

“Franchisee” means the person defined as such in the Franchise Agreement;

“Innocent Party” means, in relation to a breach of an obligation under this contract, the party who is not in breach of that obligation;

“Insolvency Event”, in relation to either of the parties, has occurred where:

- (a) any step which has a reasonable prospect of success is taken by any person with a view to its administration under Part II of the Insolvency Act 1986;
- (b) it stops or suspends or threatens to stop or suspend payment of all or a material part of its debts, or is unable to pay its debts, or is deemed unable to pay its debts under section 123(1) or (2) of the Insolvency Act 1986, except that in the interpretation of this paragraph:
 - (i) section 123(1)(a) of the Insolvency Act 1986 shall have effect as if for “£750” there were substituted “£100,000” or such higher figure as the parties may agree in writing from time to time; and
 - (ii) it shall not be deemed to be unable to pay its debts for the purposes of this paragraph if any such demand as is mentioned in section 123(1)(a) of the Insolvency Act 1986 is satisfied before the expiry of 21 days from such demand;
- (c) its directors make any proposal under section 1 of the Insolvency Act 1986, or it makes any agreement for the deferral, rescheduling or other readjustment (or makes a general assignment or an arrangement or composition with or for the benefit of the relevant creditors) of all or a material part of its debts, or a moratorium is agreed or declared in respect of or affecting all or a material part of its debts;
- (d) any step is taken to enforce security over or a distress, execution or other similar process is levied or sued out against the whole or a substantial part of its assets or undertaking, including the appointment of a receiver, administrative receiver, manager or similar person to enforce that security;
- (e) any step is taken by any person with a view to its winding up or any person presents a winding-up petition which is not dismissed within 14 days, or it ceases or threatens to cease to carry on all or a material part of its business, except for the purpose of and followed by a reconstruction, amalgamation, reorganisation, merger or consolidation on terms approved by the other party before that step is taken (which approval shall not be unreasonably withheld or delayed); or
- (f) any event occurs which, under the law of any relevant jurisdiction, has an analogous or equivalent effect to any of the events listed above,

unless:

- (i) in any case, a railway administration order (or application for such order) has been made or such order (or application) is made within 14 days after the occurrence of such step, event, proposal or action (as the case may be) in relation to the party in question under section 60, 61 or 62 of the Act and for so long as any such order (or application) remains in force or pending; or
- (ii) in the case of paragraphs (a), (d) and (e), the relevant petition, proceeding or other step is being actively contested in good faith by that party with timely recourse to all appropriate measures and procedures;

“Liability Cap” has the meaning ascribed to it in paragraph 1 of Schedule 9;

“Longstop Date” means the Effective Date;

“Network” has the meaning ascribed to it in Part A of the Network Code;

“Network Code” means the document by that name published by Network Rail;

“Network Rail Event of Default” has the meaning ascribed to it in paragraph 1.3 of Schedule 6;

“New Working Timetable” means, in respect of any day, the version of the Working Timetable for that day provided by Network Rail in accordance with Condition D2.7.1, as amended pursuant to Condition D2.7.4;

“Office of Rail and Road” has the meaning ascribed to it under section 15 of the Railways and Transport Safety Act 2003, and references to "ORR" shall be construed as references to the Office of Rail and Road;

“Performance Order” has the meaning ascribed to it in Clause 13.3.2;

“Railway Code Systems” means necessary systems within the meaning of the Systems Code;

“railway facility” has the meaning ascribed to it in section 83 of the Act;

“relevant ADRR Forum” means the Forum, having the meaning ascribed to it in the ADRR, to which a Relevant Dispute is allocated for resolution in accordance with the ADRR;

“Relevant Dispute” means any difference between the parties arising out of or in connection with this contract;

“Relevant Force Majeure Event” has the meaning ascribed to it in Clause 17.1;

“Relevant Losses” means, in relation to:

- (a) a breach of this contract; or
- (b) in the case of Clause 10, any of the matters specified in Clause 10.1(a), (b) or (c) or Clause 10.2(a), (b) or (c) (each a “breach” for the purpose of this definition); or

(c) in the case of Schedule 8, the matter specified in paragraph 18 of Schedule 8 (a “breach” for the purposes of this definition only),

all costs, losses (including loss of profit and loss of revenue), expenses, payments, damages, liabilities, interest and the amounts by which rights or entitlements to amounts have been reduced, in each case incurred or occasioned as a result of or by such breach;

“**Relevant Obligation**” has the meaning ascribed to it in Clause 17;

“**Rolled Over Access Proposal**” has the meaning ascribed to it in Part D of the Network Code;

“**Routes**” means that part of the Network specified in Schedule 2;

“**safety authorisation**” has the meaning ascribed to it by regulation 2 of the Railways and Other Guided Transport Systems (Safety) Regulations 2006;

“**safety certificate**” has the meaning ascribed to it by regulation 2 of the Railways and Other Guided Transport Systems (Safety) Regulations 2006;

“**Safety Obligations**” means all applicable obligations concerning health and safety (including any duty of care arising at common law, and any obligation arising under statute, statutory instrument or mandatory code of practice) in Great Britain;

“**Services**” means the railway passenger services specified in Schedule 5;

“**SNRP**” has the meaning ascribed to it in the Railways (Licensing of Railway Undertakings) Regulations 2005;

“**Specified Equipment**” means the railway vehicles which the Train Operator is entitled to use in the provision of Services as specified in paragraph 5.1 of Schedule 5;

“**SPP Threshold**” has the meaning ascribed to it in paragraph 18 of Schedule 8;

“**Stabling**” means the parking or laying up of the Specified Equipment or such other railway vehicles as the Train Operator is permitted by this contract to use on the Network, such parking or laying up being necessary or reasonably required for giving full effect to the movements of Specified Equipment required for the provision of the Services;

“**Suspension Notice**” means a notice in writing served by the relevant party on the other party under paragraph 2 of Schedule 6;

“**Systems Code**” means the code of practice relating to the management and development of railway code systems as amended from time to time in accordance with its terms;

“**Termination Notice**” means a notice in writing served by the relevant party on the other party under paragraph 3 of Schedule 6;

“**Timetable Participant**” shall have the meaning ascribed to it in Part D of the Network Code;

“Track Charges” means the charges payable by or on behalf of the Train Operator to Network Rail, as set out in paragraph 1 of Part 2 of Schedule 7 or under the Traction Electricity Rules;

“Traction Electricity Rules” means the document known as the Traction Electricity Rules published by Network Rail on its website and as may be amended from time to time;

“Train Consist Data” means information as to the number(s) and type(s) of railway vehicle comprised in a train movement;

“Train Operator Event of Default” has the meaning ascribed to it in paragraph 1.1 of Schedule 6;

“Train Slot” has the meaning ascribed to it in Part D of the Network Code;

“TW-X” has the meaning ascribed to it in Part D of the Network Code;

“Value Added Tax” means value added tax as provided for in the Value Added Tax Act 1994, and any tax similar or equivalent to value added tax or any turnover tax replacing or introduced in addition to them, and “VAT” shall be construed accordingly;

“Working Day” has the meaning ascribed to it in Part A of the Network Code; and

“Working Timetable” has the meaning ascribed to it in Part A of the Network Code.

1.2 Interpretation

In this contract, unless the context otherwise requires:

- (a) the singular includes the plural and vice versa;
- (b) any one gender includes the other;
- (c) all headings are for convenience of reference only and shall not be used in the construction of this contract;
- (d) reference to an item of primary or secondary legislation is to that item as amended or replaced from time to time;
- (e) reference to a contract, instrument or other document is to that contract, instrument or other document as amended, novated, supplemented or replaced from time to time;
- (f) reference to a party is to a party to this contract, its successors and permitted assigns;
- (g) reference to a recital, Clause or Schedule is to a recital, clause or schedule of or to this contract; reference in a schedule to a Part of or an Appendix to a schedule is to a part of or an appendix to the schedule in which the reference appears; reference in a Part of a Schedule to a paragraph is to a paragraph of that part; reference to a Part of an appendix is to a part of the appendix in which the reference appears;

and reference in a schedule to a Table is a reference to the table included in or annexed to that schedule;

- (h) where a word or expression is defined, cognate words and expressions shall be construed accordingly;
- (i) references to the word “person” or “persons” or to words importing persons include individuals, firms, corporations, government agencies, committees, departments, authorities and other bodies incorporated or unincorporated, whether having separate legal personality or not;
- (j) “otherwise” and words following “other” shall not be limited by any foregoing words where a wider construction is possible;
- (k) the words “including” and “in particular” shall be construed as being by way of illustration or emphasis and shall not limit or prejudice the generality of any foregoing words;
- (l) words and expressions defined in the Railways Act 1993, the Railways and Other Guided Transport Systems (Safety) Regulations 2006 and Network Rail’s network licence shall, unless otherwise defined in this contract, have the same meanings in this contract;
- (m) any reference to the term “possession”, either by itself or as part of any composite definition, shall be construed as a reference to a Restriction of Use as defined in Schedule 4;
- (n) words and expressions defined in the Network Code shall have the same meanings in this contract;
- (o) if there is any conflict of interpretation between this contract and the Network Code, the Network Code shall prevail;
- (p) words and expressions defined in the Traction Electricity Rules shall have the same meanings in this contract; and
- (q) if there is any conflict of interpretation between this contract (not including the Traction Electricity Rules) and the Traction Electricity Rules, the following order of precedence shall apply: (1) the Traction Electricity Rules; and (2) this contract (not including the Traction Electricity Rules).

1.3 Indemnities

Indemnities provided for in this contract are continuing indemnities in respect of the Relevant Losses to which they apply, and hold the indemnified party harmless on an after tax basis.

2 NETWORK CODE AND TRACTION ELECTRICITY RULES

2.1 Incorporation

The Network Code and the Traction Electricity Rules are incorporated in and form part of this contract.

2.2 Modifications to the Network Code or the Traction Electricity Rules

If either the Network Code or the Traction Electricity Rules or both are modified at any time, Schedule 10 shall have effect.

2.3 Compliance by other operators

Except where ORR has directed otherwise in the exercise of its powers under the Act or the Network Code, and except in relation to London Underground Limited and Heathrow Express Operating Company Limited to the extent that such persons are not party to the Network Code, Network Rail shall ensure that all operators of trains having permission to use any track comprised in the Network agree to comply with the Network Code.

3 CONDITIONS PRECEDENT AND DURATION

3.1 Effective date

The provisions of this contract, other than Clause 5, take effect from the date of the signature of this contract.

3.2 Conditions precedent to Clause 5

Clause 5 shall take effect when the following conditions precedent have been satisfied in full:

- (a) to the extent required by the Act and/or the Railways (Licensing of Railway Undertakings) Regulations 2005, the Train Operator is authorised to be the operator of trains for the provision of the Services by:
 - (i) a licence granted under section 8 of the Act; and/or
 - (ii) a European licence and corresponding SNRP;
- (b) Network Rail is authorised by a licence granted under section 8 of the Act to be the operator of that part of the Network comprising the Routes or is exempt from the requirement to be so authorised under section 7 of the Act;
- (c) each of the Collateral Agreements is executed and delivered by all the parties to each such agreement and is unconditional in all respects (save only for the fulfilment of any condition relating to this contract becoming unconditional);
- (d) each of the parties has, as necessary, a valid safety certificate or safety authorisation as required by the Railways and Other Guided Transport Systems (Safety) Regulations 2006 and has established and is maintaining a safety management system which meets the requirements of those Regulations;
- (e) the provisions of this contract, other than Clause 5, have taken effect in accordance with Clause 3.1; and
- (f) the parties have terminated the Previous Access Agreement

3.3 Obligations to satisfy conditions precedent to Clause 5

Each party shall use all reasonable endeavours to secure that the following conditions precedent are satisfied as soon as practicable, and in any event not later than the Longstop Date:

- (a) in the case of Network Rail, the conditions precedent contained in Clause 3.2(b) and, insofar as within its control, Clauses 3.2(c) and 3.2(d); and
- (b) in the case of the Train Operator, the conditions precedent contained in Clause 3.2(a) and, insofar as within its control, Clauses 3.2(c) and 3.2(d).

3.4 Consequences of non-fulfilment of conditions precedent to Clause 5

If the conditions precedent set out in Clause 3.2 have not been satisfied in full on or before the Longstop Date:

- (a) this contract shall lapse save for the obligations of confidence contained in Clause 14 which shall continue in force; and
- (b) neither party shall have any liability to the other except in respect of any breach of its obligations under this contract.

3.5 Expiry

This contract shall continue in force until the earliest of:

- (a) lapse under Clause 3.4;
- (b) termination under Schedule 6; and
- (c) 0159 hours on the Expiry Date.

3.6 Suspension and termination

Schedule 6 shall have effect.

4 STANDARD OF PERFORMANCE

4.1 General standard

Without prejudice to all other obligations of the parties under this contract, each party shall, in its dealings with the other for the purpose of, and in the course of performance of its obligations under, this contract, act with due efficiency and economy and in a timely manner with that degree of skill, diligence, prudence and foresight which should be exercised by a skilled and experienced:

- (a) network owner and operator (in the case of Network Rail); and
- (b) train operator (in the case of the Train Operator).

4.2 Good faith

The parties to this contract shall, in exercising their respective rights and complying with their respective obligations under this contract (including when conducting any discussions or negotiations arising out of the application of

any provisions of this contract or exercising any discretion under them), at all times act in good faith.

5 PERMISSION TO USE

5.1 Permission to use the Routes

Network Rail grants the Train Operator permission to use the Routes.

5.2 Meaning

References in this contract to permission to use the Routes shall, except where the context otherwise requires, be construed to mean permission:

- (a) to use the track comprised in the Routes for the provision of the Services using the Specified Equipment;
- (b) to use the track comprised in the Network in order to implement any plan established under Part H of the Network Code;
- (c) to make Ancillary Movements;
- (d) to Stable, which shall be treated, for the purposes of Part D of the Network Code, as the use of a Train Slot;
- (e) for the Train Operator and its associates to enter upon that part of the Network comprising the Routes, with or without vehicles; and
- (f) for the Train Operator and its associates to bring things onto that part of the Network comprising the Routes and keep them there,

and such permission is subject, in each case and in all respects to:

- (i) the Network Code;
- (ii) the Applicable Engineering Access Statement; and
- (iii) the Applicable Timetable Planning Rules.

5.3 Permission under Clauses 5.2(e) and 5.2(f)

In relation to the permissions specified in Clauses 5.2(e) and 5.2(f):

- (a) the Train Operator shall, and shall procure that its associates shall, wherever reasonably practicable, first obtain the consent of Network Rail, which consent shall not be unreasonably withheld or delayed;
- (b) the Train Operator shall remove any vehicle or other thing so brought onto any part of the Network when reasonably directed to do so by Network Rail; and
- (c) whilst exercising any rights conferred by Clauses 5.2(e) and 5.2(f), the Train Operator shall, and shall procure that its associates shall, comply with such reasonable restrictions or instructions as Network Rail shall specify.

5.4 Changes to Applicable Engineering Access Statement and Applicable Timetable Planning Rules

Changes to the Applicable Engineering Access Statement and the Applicable Timetable Planning Rules are subject to regulatory protection (including appeals) in accordance with Part D of the Network Code.

5.5 Engineering Access Statement, Timetable Planning Rules and Restrictions of Use

Schedule 4 shall have effect.

5.6 The Services and the Specified Equipment

Schedule 5 shall have effect.

5.7 Performance

Schedule 8 shall have effect.

5.8 Stabling

Without prejudice to Network Rail's obligations, if any, under Schedule 5 to provide Stabling, Network Rail shall use all reasonable endeavours to provide such Stabling facilities as are necessary or expedient for or in connection with the provision of the Services in accordance with the Working Timetable.

6 OPERATION AND MAINTENANCE OF TRAINS AND NETWORK

6.1 General

Without prejudice to the other provisions of this contract:

- (a) the Train Operator shall maintain and operate the Specified Equipment used on the Network in accordance with Clause 4.1 with a view to permitting the provision of the Services on the Routes in accordance with the Working Timetable and the making of Ancillary Movements; and
- (b) Network Rail shall maintain and operate the Network in accordance with Clause 4.1 with a view to permitting the provision of the Services on the Routes using the Specified Equipment in accordance with the Working Timetable and the making of Ancillary Movements.

6.2 Trespass, vandalism and animals

Without prejudice to the other provisions of this contract, each of the parties shall use all reasonable endeavours (including participating in such consultation and joint action as is reasonable in all the circumstances) to reduce:

- (a) trespass;
- (b) vandalism; and
- (c) intrusions on to the Network by animals,

in each case as may affect either the provision of the Services or the Routes.

6.3 Safety

In relation to Safety Obligations:

- (a) the Train Operator shall comply with any reasonable request by Network Rail in relation to any aspect of the Train Operator's operations which affects or is likely to affect the performance of Network Rail's Safety Obligations; and
- (b) Network Rail shall comply with any reasonable request by the Train Operator in relation to any aspect of Network Rail's operations which affects or is likely to affect the performance of the Train Operator's Safety Obligations.

6.4 Use of Railway Code Systems

6.4.1 General

The parties shall:

- (a) use the Railway Code Systems in their dealings with each other in connection with matters provided for in this contract; and
- (b) comply with the Systems Code.

6.4.2 Provision of Train Consist Data

Without prejudice to Clause 6.4.1, the Train Operator shall:

- (a) provide to Network Rail such Train Consist Data as shall be necessary to enable Network Rail to calculate the amount of Track Charges; and
- (b) procure that such data is true and accurate in all respects.

7 TRACK CHARGES AND OTHER PAYMENTS

Schedule 7 shall have effect.

8 LIABILITY

8.1 Performance Orders in relation to breach

In relation to any breach of this contract:

- (a) the Innocent Party shall be entitled to apply under Clause 13 for a Performance Order against the party in breach; and
- (b) if a Performance Order is made, the party against whom it has been made shall comply with it.

8.2 Compensation in relation to breach

In relation to any breach of this contract, the party in breach shall indemnify the Innocent Party against all Relevant Losses.

9 NOT USED

10 LIABILITY - OTHER MATTERS

10.1 Train Operator indemnity

The Train Operator shall indemnify Network Rail against all Relevant Losses resulting from:

- (a) a failure by the Train Operator to comply with its Safety Obligations;
- (b) any Environmental Damage arising directly from the acts or omissions of the Train Operator or the proper taking by Network Rail under Condition E2 of the Network Code of any steps to prevent, mitigate or remedy an Environmental Condition which exists as a direct result of the acts or omissions of the Train Operator; and
- (c) any damage to the Network arising directly from the Train Operator's negligence.

10.2 Network Rail indemnity

Network Rail shall indemnify the Train Operator against all Relevant Losses resulting from:

- (a) a failure by Network Rail to comply with its Safety Obligations;
- (b) any Environmental Damage to the Network arising directly from any acts or omissions of the British Railways Board prior to 1 April 1994 and any Environmental Damage arising directly from the acts or omissions of Network Rail; and
- (c) any damage to the Specified Equipment or other vehicles or things brought onto the Network in accordance with the permission to use granted by this contract arising directly from Network Rail's negligence.

11 RESTRICTIONS ON CLAIMS

11.1 Notification and mitigation

A party wishing to claim under any indemnity provided for in this contract:

- (a) shall notify the other party of the relevant circumstances giving rise to that claim as soon as reasonably practicable after first becoming aware of those circumstances (and in any event within 365 days of first becoming so aware); and
- (b) subject to Clause 11.1(c), shall take all reasonable steps to prevent, mitigate and restrict the circumstances giving rise to that claim and any Relevant Losses connected with that claim; but
- (c) shall not be required to exercise any specific remedy available to it under this contract.

11.2 Restrictions on claims by Network Rail

Any claim by Network Rail against the Train Operator for indemnity for Relevant Losses:

- (a) shall exclude payments to any person under or in accordance with the provisions of any Access Agreement other than any such payments which are for obligations to compensate for damage to property, and so that any claim for indemnity under this contract for such payments for damage to property, in relation to any incident, shall be limited to:
 - (i) the maximum amount for which the Train Operator would be liable for such damage in accordance with the Claims Allocation and Handling Agreement; less
 - (ii) any other compensation which the Train Operator has an obligation to pay for such damage;
- (b) shall exclude loss of revenue in respect of permission to use any part of the Network under or in accordance with any Access Agreement with any person; and
- (c) shall:
 - (i) include Relevant Losses only to the extent that these constitute amounts which Network Rail would not have incurred as network owner and operator but for the relevant breach; and
 - (ii) give credit for any savings to Network Rail which result or are likely to result from the incurring of such amounts.

11.3 Restrictions on claims by Train Operator

Any claim by the Train Operator against Network Rail for indemnity for Relevant Losses:

- (a) shall exclude any Relevant Losses to the extent that they result from delays to or cancellations of trains (other than delays or cancellations in circumstances where the SPP Threshold has been exceeded as provided for in paragraph 18 of Schedule 8); and
- (b) shall:
 - (i) include Relevant Losses only to the extent that these constitute amounts which the Train Operator would not have incurred as train operator but for the relevant breach; and
 - (ii) give credit for any savings to the Train Operator which result or are likely to result from the incurring of such amounts.

11.4 Restriction on claims by both parties

Any claim for indemnity for Relevant Losses shall exclude Relevant Losses which:

- (a) do not arise naturally from the breach; and

- (b) were not, or may not reasonably be supposed to have been, within the contemplation of the parties:
 - (i) at the time of the making of this contract; or
 - (ii) where the breach relates to a modification or amendment to this contract, at the time of the making of such modification or amendment,
as the probable result of the breach.

11.5 Limitation on liability

Schedule 9 shall have effect so as to limit the liability of the parties to one another under the indemnities in Clauses 8.2 and 10, but:

- (a) does not limit any liability arising under Schedules 4, 5, 7 or 8 (other than under paragraph 18 of Schedule 8) or under the Traction Electricity Rules;
- (b) in relation to a failure to perform an obligation under the Network Code, only to the extent (including as to time and conditions) that the Network Code so provides; and
- (c) subject to Clause 18.3.3.

11.6 Claims Allocation and Handling Agreement

11.6.1 General

Clauses 16 and 17 of the Claims Allocation and Handling Agreement provide that claims between parties to it are limited to specified amounts unless the parties expressly contract otherwise.

11.6.2 Restriction of application

Except as otherwise expressly provided in this contract, Clauses 16 and 17 of the Claims Allocation and Handling Agreement shall not apply as between the parties to this contract if and to the extent that the giving of any right or remedy as provided for under this contract would be prevented or restricted by Clauses 16 and 17 of the Claims Allocation and Handling Agreement.

11.6.3 Liability for small claims

Nothing in this contract shall affect the application as between the parties of the provisions of the Claims Allocation and Handling Agreement which relate to liability for small claims equal to or below the Threshold (as defined in that agreement).

12 GOVERNING LAW

This contract and any non-contractual obligations connected with it shall be governed by and construed in accordance with the laws of Scotland.

13 DISPUTE RESOLUTION

13.1 ADRR

A Relevant Dispute shall be referred for resolution in accordance with the Access Dispute Resolution Rules in force at the time of the reference (the "ADRR"), as modified by this Clause 13, unless:

- (a) any Part of the Network Code or the Traction Electricity Rules provides for an alternative dispute resolution procedure for the Relevant Dispute, in which case such alternative procedure shall apply;
- (b) any Part of Schedules 4, 5, 7 or 8 provides for an alternative dispute resolution procedure for the Relevant Dispute, in which case such alternative procedure shall apply; or
- (c) Clause 13.2 applies.

13.2 Unpaid sums

If either party fails to pay:

- (a) any invoice issued to it under this contract in respect of Track Charges; or
- (b) any other sum which has fallen due in accordance with any provision of this contract, then:
 - (i) the amount invoiced or sum due, as referred to in Clause 13.2(a) or (b), shall immediately constitute a debt due and owing from the party who has failed to pay the invoice or sum due to the other party (and to any assignee of a party's right to payment in respect of any invoice or other sum due);
 - (ii) such debt shall be recoverable by any means available under the laws of Scotland; and
 - (iii) the dispute resolution procedures in Clauses 13.1 and 13.3 to 13.5 shall not apply to proceedings commenced under this Clause 13.2.

13.3 Performance Orders

13.3.1 Power to order provisional relief

For the purposes of section 39 of the Arbitration Act 1996, should any Relevant Dispute be allocated in accordance with the ADRR to arbitration under Chapter F of the ADRR, the arbitrator shall have power to order on a provisional basis any relief which he would have power to grant in a final award including Performance Orders.

13.3.2 Performance Orders

A Performance Order:

- (a) is an order made under Clause 13.3.3(b), relating to a Relevant Dispute, whether by way of interim or final relief; and

- (b) may be applied for by Network Rail or the Train Operator in the circumstances set out in Clause 8.1, subject to the qualifications in Clause 17.8,

and an application for a Performance Order shall be without prejudice to any other remedy available to the claimant under this contract (whether final or interim and whether by way of appeal under the Network Code or otherwise).

13.3.3 Duties of arbitrator in relation to Performance Orders

Without prejudice to any additional remedies that may be ordered by the arbitrator under Clause 13.4, where a dispute is allocated in accordance with the ADRR to arbitration and a party has applied for a Performance Order, the parties shall agree in a Procedure Agreement, as defined in the ADRR, that:

- (a) the arbitrator shall decide as soon as possible whether the application is well founded or not; and
- (b) if the arbitrator decides that the application is well founded, he shall be required to make an interim or final declaration to that effect and, in that event, the arbitrator may also make any interim or final order directing any party to do or to refrain from doing anything arising from such declaration which he considers just and reasonable in all the circumstances.

13.4 Remedies

The powers exercisable by the arbitrator as regards remedies shall include:

- (a) the powers specified in sections 48(3) to (5) of the Arbitration Act 1996;
- (b) the powers specified in the ADRR;
- (c) the power to make Performance Orders; and
- (d) the power to order within the same reference to arbitration any relief specified in Clause 13.4 (a), (b) and (c) consequent upon, or for the breach of, any interim or final Performance Order previously made.

13.5 Exclusion of applications on preliminary points of law

Any recourse to any Court for the determination of a preliminary point of law arising in the course of the arbitration proceedings is excluded.

14 CONFIDENTIALITY

14.1 Confidential Information

14.1.1 General obligation

Except as permitted by Clause 14.2, all Confidential Information shall be held confidential during and after the continuance of this contract and shall not be divulged in any way to any third party without the prior written approval of the other party.

14.1.2 Network Rail - Affiliates

Except as permitted by Clause 14.2, Network Rail shall procure that its Affiliates and its and their respective officers, employees and agents shall keep confidential and not disclose to any person any Confidential Information.

14.1.3 Train Operator - Affiliates

Except as permitted by Clause 14.2, the Train Operator shall procure that its Affiliates and its and their respective officers, employees and agents shall keep confidential and not disclose to any person any Confidential Information.

14.2 Entitlement to divulge

Either party, and its Affiliates, and its and their respective officers, employees and agents, shall be entitled in good faith to divulge any Confidential Information without the approval of the other party in the following circumstances:

- (a) to ORR;
- (b) to the Scottish Ministers;
- (c) to any Affiliate of either party;
- (d) to any officer or employee of the party in question or any person engaged in the provision of goods or services to or for him if disclosure is necessary or reasonably required to enable the party in question to perform its obligations under this contract, upon obtaining an undertaking of strict confidentiality from such officer, employee or person;
- (e) to any professional advisers or consultants of such party engaged by or on behalf of such party and acting in that capacity, upon obtaining an undertaking of strict confidentiality from such advisers or consultants;
- (f) to any insurer or insurance broker from whom such party is seeking insurance or in connection with the making of any claim under any policy of insurance upon obtaining an undertaking of strict confidentiality from the insurer or insurance broker;
- (g) to any lender, security trustee, bank or other institution from whom such party is seeking or obtaining finance or credit support for such finance, or any advisers to any such entity, or any rating agency from whom such party is seeking a rating in connection with such finance or credit support, upon obtaining an undertaking of strict confidentiality from the entity, advisers or rating agency in question;
- (h) to the extent required by the Act, the Railways (Licensing of Railway Undertakings) Regulations 2005, any other applicable law, the rules of any recognised stock exchange or regulatory body or any written request of any taxation authority;
- (i) to the extent that it has become available to the public other than as a result of a breach of confidence; and

(j) under the order of any court or tribunal of competent jurisdiction (including the Allocation Chair or any relevant ADRR Forum, each as defined in the ADRR).

(k) to Transport Scotland

14.3 Return of Confidential Information

Each of Network Rail and the Train Operator shall promptly return to the other party any Confidential Information requested by the other party if such request:

(a) is made on or within two months after the Expiry Date or, if this contract lapses or is terminated earlier, is made within two months after the date on which this contract lapses or is terminated;

(b) is reasonable; and

(c) contains a sufficient description of the relevant Confidential Information to enable such information to be readily identified and located.

14.4 Retention or destruction of Confidential Information

If Network Rail or the Train Operator, as the case may be, has not received a request to return any Confidential Information to the other party under and within the time limits specified in Clause 14.3, it may destroy or retain such Confidential Information.

14.5 Ownership of Confidential Information

All Confidential Information shall be and shall remain the property of the party which supplied it to the other party.

14.6 Network Code, Schedule 7 and the Traction Electricity Rules

Nothing in this Clause 14 restricts the right of Network Rail to disclose information to which this Clause 14 applies to the extent that it is permitted or required to do so under the Network Code, the Traction Electricity Rules or Schedule 7.

15 ASSIGNATION AND NOVATION

15.1 Assigantion

Neither party may assign, transfer, novate (including a novation under Clause 15.2) or create any encumbrance or other security interest over the whole or any part of its rights and obligations under this contract except to the extent approved by ORR following consultation with the other party, and subject to the conditions (if any) of ORR's approval.

15.2 Novation

Network Rail (and any assignee of all or part of Network Rail's rights under this contract) shall:

(a) agree to the novation of the rights and obligations of the Train Operator under this contract in favour of another person (including the Scottish

Ministers or a person nominated by him) in any circumstances where the Scottish Ministers requests Network Rail to participate in such a novation in the course of exercising its powers under section 30 of the Act; and

- (b) execute such contracts and do such things as the Scottish Ministers may reasonably request to give effect to the novation.

15.3 Novation terms

Any novation under Clause 15.2 shall be on terms that:

- (a) the Train Operator shall not be released from:
 - (i) any accrued but unperformed obligation;
 - (ii) the consequences of any breach of this contract which is the subject of any proceedings (arbitral or otherwise) for the resolution of a dispute between the parties; or
 - (iii) any liability in respect of anything done under this contract before, or as at the date of, any such novation (except to the extent that such other person agrees to assume and be responsible for it); and
- (b) such other person shall not be required by Network Rail, as a term of or a condition to the novation, to agree to assume and be responsible for any unperformed obligation, liability or consequence of a breach of the kind referred to in Clause 15.3(a), but this shall not prevent any such agreement being a term or condition of the novation if required by the Scottish Ministers.

16 PAYMENTS, INTEREST AND VAT

16.1 Payment

16.1.1 No deduction

All sums due or payable by either party under this contract shall be paid free and clear of any deduction, withholding or set off except only as may be required by law or as expressly provided in any Schedule to this contract, in the Network Code, or under the Traction Electricity Rules.

16.1.2 Delivery of invoices

All invoices issued under Schedule 7, or statements of amounts payable under Schedules 4, 5 or 8, under the Network Code, or under the Traction Electricity Rules, shall be delivered by hand at, or sent by prepaid first class post or by facsimile transmission (with confirmation copy by prepaid first class post) to, the address for service for the recipient specified in Schedule 1 and shall be deemed to have been received by the addressee in accordance with Clause 18.4.3.

16.1.3 Content of invoices and other statements of amounts payable

Each invoice and statement of amounts payable shall contain such detail as to the constituent elements of the amounts stated to be payable as shall be

necessary or expedient so as to enable the person to whom it is given to understand and check it.

16.1.4 Method of payment

All payments shall be made by direct debit mandate or standing order mandate, CHAPS transfer, BACS transfer or other electronic or telegraphic transfer to a London clearing bank or such other financial institution as may be approved by the party entitled to the payment, such approval not to be unreasonably withheld or delayed.

16.2 Interest

Without prejudice to any other rights or remedies which one party may have in respect of the failure of the other party to pay any amount on the due date, amounts payable under this contract and not paid by the due date shall carry interest (to accrue daily and to be compounded monthly) at the Default Interest Rate from the due date until the date of actual payment (as well after judgment as before), except to the extent that late payment arises from any failure by the invoicing party to comply with Clause 16.1.2 or Clause 16.1.3.

16.3 VAT

16.3.1 Payment of VAT

Where any taxable supply for VAT purposes is made under or in connection with this contract by one party to the other the payer shall, in addition to any payment required for that supply, pay such VAT as is chargeable in respect of it.

16.3.2 Reimbursement of VAT

Where under this contract one party is to reimburse or indemnify the other in respect of any payment made or cost incurred by the other, the first party shall also reimburse any VAT paid by the other which forms part of its payment made or cost incurred to the extent such VAT is not available for credit for the other party (or for any person with whom the indemnified party is treated as a member of a group for VAT purposes) under sections 25 and 26 of the Value Added Tax Act 1994.

16.3.3 VAT credit note to be issued on repayment

Where under this contract any rebate or repayment of any amount is payable by one party to the other, and the first party is entitled as a matter of law or of HM Revenue and Customs practice to issue a valid VAT credit note, such rebate or repayment shall be paid together with an amount representing the VAT paid on that part of the consideration in respect of which the rebate or repayment is made, and the first party shall issue an appropriate VAT credit note to the other party.

17 FORCE MAJEURE EVENTS

17.1 Meaning of Force Majeure Event

In this Clause 17:

“Affected Party” means, in relation to a Force Majeure Event, the party claiming relief under this Clause 17 by virtue of that Force Majeure Event, and **“Non-affected Party”** shall be construed accordingly;

“Force Majeure Event” means any of the following events (and any circumstance arising as a direct consequence of any of the following events):

- (a) an act of the public enemy or terrorists or war (declared or undeclared), threat of war, revolution, riot, insurrection, civil commotion, demonstration or sabotage;
- (b) acts of vandalism or accidental damage or destruction of machinery, equipment, track or other infrastructure;
- (c) natural disasters or phenomena, including extreme weather or environmental conditions (such as lightning, earthquake, hurricane, storm, fire, flood, drought or accumulation of snow or ice);
- (d) nuclear, chemical or biological contamination;
- (e) pressure waves caused by devices travelling at supersonic speeds;
- (f) discovery of fossils, antiquities or unexploded bombs; and
- (g) strike or other industrial action which is a single circumstance and which also is a strike or industrial action in sectors of the economy other than the railway industry;

“Force Majeure Notice” means a notice to be given by the Affected Party to the other party stating that a Force Majeure Event has occurred;

“Force Majeure Report” means a report to be given by the Affected Party to the other party following the giving of a Force Majeure Notice;

“Relevant Force Majeure Event” means a Force Majeure Event in relation to which an Affected Party is claiming relief under this Clause 17; and

“Relevant Obligation” means an obligation under this contract in respect of which a Force Majeure Event has occurred and the Affected Party has claimed relief under this Clause 17.

17.2 Nature and extent of relief for Force Majeure

Force Majeure relief under this Clause 17:

- (a) extinguishes the obligation of the Affected Party to indemnify the other party under Clause 8.2 in respect of Relevant Losses sustained as a result of the failure of the Affected Party to perform a Relevant Obligation; but
- (b) is not available in respect of:

- (i) any obligation to pay money under Schedules 4, 5, 7 and 8 or the Traction Electricity Rules; or
 - (ii) any other obligation to do or refrain from doing any other thing provided for in this contract; and
- (c) is only available in relation to a failure to perform an obligation under the Network Code to the extent (including as to time and conditions) that the Network Code so provides.

17.3 Entitlement to Force Majeure relief

An Affected Party is entitled to Force Majeure relief if and to the extent that:

- (a) performance of the Relevant Obligation has been prevented or materially impeded by reason of a Force Majeure Event;
- (b) it has taken all reasonable steps, taking account of all relevant circumstances (including as to whether the event in question could reasonably have been anticipated):
 - (i) to avoid the occurrence of the Force Majeure Event; and
 - (ii) to minimise, and where practicable avoid, the effects of the Force Majeure Event on its ability to perform the Relevant Obligation; and
- (c) except in the case of Clause 17.1(f), none of the Affected Party, its officers, employees or agents caused the Force Majeure Event.

17.4 Procedure for claiming relief

Without prejudice to Clause 17.3, an Affected Party is only entitled to claim Force Majeure relief under this Clause 17 if it complies with the obligations to give Force Majeure Notices, Force Majeure Reports and provide other information under Clause 17.5 and to perform its obligations under Clause 17.6.

17.5 Force Majeure Notices and Reports

17.5.1 Force Majeure Notice

In relation to any Relevant Force Majeure Event:

- (a) as soon as reasonably practicable after the Affected Party becomes aware, or ought reasonably to have become aware, that such Force Majeure Event qualifies for relief under this Clause 17 (and, in any event, within 72 hours of becoming aware of such circumstances), the Affected Party shall give a Force Majeure Notice; and
- (b) the Force Majeure Notice shall include detailed particulars (to the extent available) of the Relevant Force Majeure Event and its consequences, its effects on the Affected Party, the Relevant Obligations, the likely duration of such consequences and effects and the remedial measures proposed by the Affected Party to avoid or remove the Relevant Force Majeure Event or to mitigate its consequences and effects.

17.5.2 Force Majeure Report

Following the giving of a Force Majeure Notice:

- (a) the Affected Party shall give a Force Majeure Report as soon as practicable, and in any event within seven days of service of the Force Majeure Notice; and
- (b) the Force Majeure Report shall constitute a full report on the Relevant Force Majeure Event, amplifying the information provided in the Force Majeure Notice and containing such information as may reasonably be required by the Non-affected Party, including the effect which the Relevant Force Majeure Event is estimated to have on the Affected Party's performance of the Relevant Obligations.

17.5.3 Other information

The Affected Party shall promptly give the Non-affected Party all other information concerning the Relevant Force Majeure Event and the steps which could reasonably be taken, and which the Affected Party proposes to take, to avoid or remove the Relevant Force Majeure Event or to mitigate its consequences and effects as may reasonably be requested by the Non-affected Party from time to time.

17.6 Mitigation

The Affected Party shall, promptly upon becoming aware of the occurrence of a Force Majeure Event in respect of which it intends to claim relief, use all reasonable endeavours to:

- (a) minimise the effects of such Force Majeure Event on the performance of the Relevant Obligations; and
- (b) minimise the duration of such Force Majeure Event,

and shall keep the Non-affected Party fully informed of the actions which it has taken or proposes to take under this Clause 17.6.

17.7 Duration of relief for force majeure

The right of an Affected Party to relief under Clause 17.2 shall cease on the earlier of:

- (a) the date on which its performance of the Relevant Obligations is no longer prevented or materially impeded by the Relevant Force Majeure Event; and
- (b) the date on which such performance would no longer have been prevented or materially impeded if the Affected Party had complied with its obligations under Clause 17.6.

17.8 Availability of Performance Order

If and to the extent that a breach of this contract has been caused by a Relevant Force Majeure Event, the Non-affected Party shall not be entitled to

a Performance Order except to secure performance by the Affected Party of its obligations under this Clause 17.

18 MISCELLANEOUS

18.1 Non waiver

18.1.1 No waiver

No waiver by either party of any failure by the other to perform any obligation under this contract shall operate or be construed as a waiver of any other or further default, whether of a like or different character.

18.1.2 Failure or delay in exercising a right or remedy

The failure to exercise or delay in exercising a right or remedy under this contract shall not constitute a waiver of the right or remedy or a waiver of any other rights or remedies, and no single or partial exercise of any right or remedy under this contract shall prevent any further exercise of the right or remedy or the exercise of any other right or remedy.

18.2 Variations

18.2.1 Amendments to be in writing and to be approved

No amendment of any provision of this contract shall be effective unless:

- (a) such amendment is in writing and signed by, or on behalf of, the parties; and
- (b) if it is an amendment which requires ORR's approval under section 22 of the Act, the amendment has been approved by ORR.

18.2.2 Exceptions

Clause 18.2.1(b) does not apply to amendments of the following kinds:

- (a) an amendment made by virtue of a general approval issued by ORR under section 22 of the Act; and
- (b) a modification made by virtue of Clause 18.4.2.

18.2.3 No Office of Rail and Road approval needed

Modifications of the following kinds do not require ORR's approval under section 22 of the Act and so are not subject to Clause 18.2.1(b):

- (a) modifications effected by virtue of any of the Schedules to this contract; and
- (b) modifications effected by virtue of the Network Code or the Traction Electricity Rules,

unless the relevant provision expressly states that it requires the approval of ORR.

18.2.4 Conformed copy of contract

Network Rail shall produce and send to the Train Operator and to ORR a conformed copy of this contract within 28 days of the making of any amendment or modification to it (including any modification made by virtue of Schedule 10).

18.3 Entire contract and exclusive remedies

18.3.1 Entire contract

Subject to Clause 18.3.3:

- (a) this contract contains the entire agreement between the parties in relation to the subject matter of this contract;
- (b) each party acknowledges that it has not been induced to enter into this contract in reliance upon, nor has it been given, any warranty, representation, statement, agreement or undertaking of any nature whatsoever other than as expressly set out in this contract and, to the extent that this is not the case, the relevant party unconditionally and irrevocably waives any claims, rights or remedies which it might otherwise have had in relation to any such matter; and
- (c) neither party shall have any right to rescind or terminate this contract either for breach of contract or for misrepresentation or otherwise, except as expressly provided for in this contract.

18.3.2 Exclusive remedies

Subject to Clause 18.3.3 and except as expressly provided in this contract:

- (a) neither party shall have any liability (including liability arising as a result of any negligence, breach of contract or breach of statutory obligation) to the other in connection with the subject matter of this contract; and
- (b) the remedies provided for in this contract shall be the sole remedies available to the parties in respect of any matters for which such remedies are available.

18.3.3 Fraud, death and personal injury

Without prejudice to the generality of this Clause 18.3, nothing in this contract shall exclude, restrict or limit, or purport to exclude, restrict or limit:

- (a) any liability which either party would otherwise have to the other party, or any right which either party may have to rescind this contract, in respect of any statement made fraudulently by the other party before the execution of this contract;
- (b) any right which either party may have in respect of fraudulent concealment by the other party;

- (c) any right which either party may have in respect of a statement of the kind referred to in section 146 of the Act, whether or not proceedings have been instituted in that respect; or
- (d) any liability which either party may have towards the other party for death or personal injury resulting from its negligence or the negligence of any of its officers, employees or agents.

18.4 Notices

18.4.1 Giving of notices

Any notice to be given under this contract:

- (a) shall be in writing; and
- (b) shall be duly given if signed by or on behalf of a person duly authorised to do so by the party giving the notice and delivered by hand at, or by sending it by prepaid first class post, recorded delivery or by facsimile transmission (with confirmation copy by prepaid first class post) to, the relevant address or facsimile number set out in Schedule 1.

For the purposes of this Clause 18.4 and Clause 16.1.2, delivery by hand shall include delivery by a reputable firm of couriers.

18.4.2 Right to modify registered company and communication details

A party shall be entitled to modify in any respect:

- (a) the registered name and address details which relate to it and are set out on page one of this contract (provided that this modification shall not amount to or purport to be an assignment, transfer or novation of this contract); and
- (b) the communication particulars which relate to it and which are set out in Schedule 1,

by giving notice of such modification:

- (i) to the other party as soon as reasonably practicable; and
- (ii) to ORR within 14 days of such modification.

18.4.3 Deemed receipt

A notice shall be deemed to have been given and received:

- (a) if sent by hand or recorded delivery, at the time of delivery;
- (b) if sent by prepaid first class post from and to any place within the United Kingdom, three Working Days after posting unless otherwise proven; and
- (c) if sent by facsimile (subject to confirmation of uninterrupted transmission by a transmission report) before 1700 hours on a Working Day, on the day of transmission and, in any other case, at 0900 hours on the next following Working Day.

18.4.4 Copyees

If Schedule 1 specifies any person to whom copies of notices shall also be sent:

- (a) the party giving a notice in the manner required by this Clause 18.4 shall send a copy of the notice to such person at the address for sending copies as specified in Schedule 1, or to such other person or address as may, from time to time, have been notified by the party to be notified to the notifying party under this Clause 18.4; and
- (b) such copy notice shall be sent immediately after the original notice.

18.5 Counterparts

This contract may be executed in two counterparts which, taken together, shall constitute one and the same document. Either party may enter into this contract by signing either of such counterparts.

18.6 Survival

Those provisions of this contract which by their nature or implication are required to survive expiry or termination of this contract (including the provisions of Clauses 8 (Liability), 10 (Liability - Other Matters), 11 (Restrictions on Claims); 12 (Governing Law), 13.2 (Unpaid Sums), 14 (Confidentiality), 16 (Payments, Interest and VAT), 17 (Force Majeure Events), paragraph 4 of Schedule 6 (Consequence of Termination) and Schedule 9 (Limitation on liability)), shall so survive and continue in full force and effect, together with any other provisions of this contract necessary to give effect to such provisions.

18.7 Third Party Rights

18.7.1 Application to the Office of Rail and Road

Network Rail and the Train Operator agree that the ORR shall be entitled to directly enforce such rights as have been granted to it under this contract. Furthermore, Network Rail and the Train Operator agree that this provision is intended to create a *jus quaesitum tertio*, or third party right, in favour of and for the benefit of ORR and that they shall notify ORR of the creation of this right in accordance with Clause 18.8.

18.7.2 Application to the Scottish Ministers

*Network Rail and the Train Operator agree that the Scottish Ministers shall be entitled to directly enforce such rights as have been granted to them under this contract. Furthermore, Network Rail and the Train Operator agree that this provision is intended to create a *jus quaesitum tertio*, or third party right, in favour of or for the benefit of the Scottish Ministers and that they shall notify the Scottish Ministers of the creation of this right in accordance with Clause 18.8.*

18.7.3 Application of the Traction Electricity Rules to other train operators

Network Rail and the Train Operator agree that any Metered Train Operator, Prospective Metered Train Operator or Modelled Train Operator (as defined in the Traction Electricity Rules) shall be entitled to directly enforce such rights as have been granted to it under this contract. Furthermore, Network Rail and the Train Operator agree that this provision is intended to create a *jus quaesitum tertio*, or third party right, in favour of or for the benefit of the aforementioned entities and that they shall notify the aforementioned entities of the creation of this right in accordance with Clause 18.8.

18.8 Notification of Third Party Rights

18.8.1 With reference to clause 18.7.1 - 18.7.3 above, Network Rail and the Train Operator agree that:

- (i) in relation to Clause 18.7.1 and 18.7.2, on or before 30 April 2016 Network Rail shall notify, in writing, ORR and the Scottish Ministers, of the existence of this contract; and
- (ii) in relation to Clause 18.7.3, on or before 30 April 2016 Network Rail shall notify each third party referred to in Clause 18.7.3 who is intended to benefit by the creation of a third party right in its favour ("third party beneficiary") of the existence of this contract. Thereafter, Network Rail shall notify any new third party beneficiary of the existence of this contract within 21 working days of that party becoming a third party beneficiary.

18.8.2 Notification under Clause 18.8.1 shall be effected by the provision of a weblink or an electronic copy (signed or unsigned) of this contract (which may be redacted) to the relevant third party beneficiary.

19 TRANSITION

19.1 Corresponding Rights

In relation to any Corresponding Right:

- (a) any Access Proposal or Rolled Over Access Proposal made under the Previous Access Agreement in relation to a Train Slot in respect of which there is a Corresponding Right shall:
 - (i) cease to have effect under the Previous Access Agreement as from the Transition Date; and
 - (ii) be deemed to have effect under this contract as from the Transition Date;
- (b) any Train Slot which is the subject of an Access Proposal or Rolled Over Access Proposal referred to in Clause 19.1(a) shall for all purposes be treated as if it had been established in and under this contract and not the Previous Access Agreement;

- (c) any consultations undertaken, notices served, matters referred to dispute resolution, agreements reached or determinations made which:
 - (i) are made in accordance with Parts D, F, G or H of the Network Code under the Previous Access Agreement in relation to the Engineering Access Statement or the Timetable Planning Rules, Major Projects, Vehicle Change, Network Change or train regulation; and
 - (ii) relate to a right under the Previous Access Agreement which is the subject of a Corresponding Right,
 shall:
 - (A) cease to have effect under the Previous Access Agreement as from the Transition Date; and
 - (B) be deemed to have effect under this contract as from the Transition Date; and
- (d) in applying Schedule 4, effect shall be given:
 - (i) in relation to any Restriction of Use which was notified before the Transition Date, to any Previous Notification Factor;
 - (ii) in relation to any Significant Restrictions of Use, to any bespoke compensation arrangements established under the Previous Access Agreement; and
 - (iii) in relation to any Competent Authority Restrictions of Use, to any bespoke compensation arrangements established under the Previous Access Agreement.

19.2 Definitions

In this Clause 19:

“Corresponding Right” means any right of a party under this contract which:

- (a) relates to the permission of the Train Operator to use the Routes; and
- (b) corresponds to a right which:
 - (i) existed under the Previous Access Agreement; and
 - (ii) ceased to have effect under the Previous Access Agreement as from the Transition Date;

“Previous Access Agreement” means the track access agreement dated 5 March 2015 between Network Rail Infrastructure Limited and Abellio ScotRail Limited;

“Previous Notification Factor” means the Notification Factor as established by reference to Column C, D or E of Annex A to Part 3 of Schedule 4 under the relevant Previous Access Agreement; and

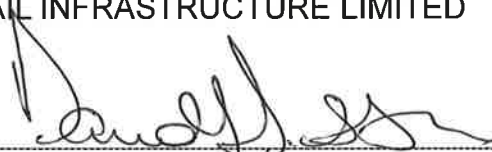
"Transition Date" means the date on which this contract comes into effect for all purposes.

IN WITNESS whereof the duly authorised representatives of Network Rail and the Train Operator have executed this contract on the date first above written.

They are signed for and on behalf of:

NETWORK RAIL INFRASTRUCTURE LIMITED

Signed by



Print name

DAVID O'DONOVAN

At

151 ST VINCENT ST GLASGOW

On

3rd March 2016

Before the witness of:

Signed by



Print name

NICHOLAS PERATT

Address

151 ST VINCENT STREET

GLASGOW G2 5NW

They are signed for and on behalf of:

ABELLIO SCOTRAIL LIMITED

Signed by 

Print name KENNY MCPHAIL

At GLASGOW

On 3/3/16

Before the witness of:

Signed by 

Print name SAMUEL PRICE

Address ATRIUM COURT, WATERLOO STREET
GLASGOW

**This is Schedule 1 referred to in the foregoing Track Access Agreement
between Network Rail Infrastructure Limited and Abellio ScotRail Limited**

SCHEDULE 1: CONTACT PARTICULARS

1. Network Rail's address for service of notices is:

Network Rail Infrastructure Limited
1 Eversholt Street
London
NW1 2DN

Tel: 020 7904 4001

Email: notices@networkrail.co.uk

All written notices to be marked:

“URGENT: ATTENTION THE COMPANY SECRETARY AND SOLICITOR”

and copied to:

Infrastructure Director
Network Rail
8th Floor
151 St Vincent Street
Glasgow
G2 5NW

Tel: 0141 555 4319

2. The Train Operator's address for the service of notices is:

Abellio ScotRail
Culzean Building
36 Renfield Street
Glasgow
G2 1LU

Tel: 0141 320 0620

All written notices to be marked:

“URGENT: ATTENTION THE MANAGING DIRECTOR”

and copied to:

Transport Scotland
Rail Division
Buchanan House
58 Port Dundas Road
Glasgow
G4 0LQ

**This is Schedule 2 referred to in the foregoing Track Access Agreement
between Network Rail Infrastructure Limited and Abellio ScotRail Limited**

SCHEDULE 2: THE ROUTES

1. In order to provide the Services, the Train Operator has permission to use the routes specified in Column 1 of Table 2.1 and Table 2.2 of Schedule 5.
2. In order to provide Services when any part of the route is unavailable, the Train Operator has permission to use any reasonable route for diversionary purposes, subject to obtaining any necessary route clearance for the Specified Equipment over the route in question.
3. In order to make Ancillary Movements, the Train Operator has permission to use any reasonable route, subject to obtaining any necessary route clearance for the Specified Equipment over the route in question.
4. In order to Stable railway vehicles, the Train Operator has permission to use any reasonable location, subject to obtaining any necessary route clearance for the Specified Equipment for the location in question.
5. Use of all routes is subject to the Network Code.

**This is Schedule 3 referred to in the foregoing Track Access Agreement
between Network Rail Infrastructure Limited and Abellio ScotRail Limited**

SCHEDULE 3: COLLATERAL AGREEMENTS

1. An access agreement between (1) the Train Operator and (2) Network Rail granting the Train Operator permission to use the following station[s] [list relevant station[s] in respect of which Network Rail is the facility owner].

Edinburgh Waverley Station

Glasgow Central High Level Station

2. An agreement under which the Train Operator agrees to become a party to the Claims Allocation and Handling Agreement and, for the purpose of Schedule 6, the Claims Allocation and Handling Agreement.
3. A franchise agreement between (1) the Train Operator and (2) the Scottish Ministers under the Act under which the franchisee undertakes to provide or procure the provision of all or a material part of the Services.
4. An accession agreement to the document entitled Emergency Access Code as approved or directed by ORR and, for the purpose of Schedule 6, the Emergency Access Code.

**This is Schedule 4 referred to in the foregoing Track Access Agreement
between Network Rail Infrastructure Limited and Abellio ScotRail Limited**

**SCHEDULE 4: ENGINEERING ACCESS STATEMENT, TIMETABLE PLANNING
RULES AND RESTRICTIONS OF USE**

PART 1: NOT USED

PART 2: NOT USED

PART 3: COMPENSATION FOR RESTRICTIONS OF USE

1 Definitions

1.1 *Defined terms*

In this Part 3 and its Annexes, unless the context otherwise requires:

“Applicable Timetable” means, in respect of any day, that part of the Working Timetable in respect of that day which is required to be drawn up in accordance with Condition D2.1.1 of the Network Code as at 22:00 hours on the day prior to that day;

“Bi-annual Timetable” means either of the following:

- (a) the Corresponding Day Timetable for all days in the period from and including the Principal Change Date up to but excluding the immediately following Subsidiary Change Date; or
- (b) the Corresponding Day Timetable for all days from and including the Subsidiary Change Date up to but excluding the immediately following Subsidiary Change Date or Principal Change Date, as the case may be;

“Cancellation Minutes” shall have the meaning ascribed to it in Schedule 8;

“Cap” shall have the meaning ascribed to it in Schedule 8;

“Corresponding Day” means, in respect of any day (the **“first day”**):

- (a) a day which is contained in the same Timetable Period as the first day and on which the Services scheduled in the New Working Timetable are the same as would have been scheduled on the first day but for Restrictions of Use reflected in the New Working Timetable for the first day; or

- (b) if no day is found under paragraph (a) above, then a day which is contained in the equivalent Timetable Period for the time of year, in the year immediately preceding the Timetable Period which includes the first day and on which the Services scheduled in the New Working Timetable are the same as would have been scheduled on the first day but for Restrictions of Use reflected in the New Working Timetable for the first day; or
- (c) if no day is found under paragraph (a) or (b) above, such other day as the parties may agree or as may be determined in accordance with paragraph 12.2;

“Corresponding Day Timetable”

means, in relation to a Corresponding Day, the New Working Timetable or such other timetable as may be agreed between the parties or otherwise determined in accordance with paragraph 12.2;

“Day 42 Statement”

shall have the meaning ascribed to it in paragraph 13.1(a);

“Defined Service Group Revenue”

shall have the relevant value as set out in Annex D to Part 3 of this Schedule 4;

“Disrupted”

means:

- (a) cancelled;
- (b) diverted off the Route over which it was scheduled to run in the Corresponding Day Timetable; and/or
- (c) starting or finishing short in comparison with the Service as timetabled in the Corresponding Day Timetable;

“First Restriction”

shall have the meaning ascribed to it in paragraph 2.12(a)(i);

“First Restriction Period”

shall have the meaning ascribed to it in paragraph 2.12(a)(ii);

“Further Restriction”	shall have the meaning ascribed to it in paragraph 2.12(a)(ii)(B);
“High Speed Diversion”	means a situation in which a Train is diverted between successive Monitoring Points such that it travels a longer distance at a higher average speed than that normally scheduled and arrives at its destination at a time later than that specified in the New Working Timetable;
“Initial Indexation Factor”	shall have the meaning ascribed to it in Schedule 7;
“Monitoring Point”	shall have the meaning ascribed to it in Schedule 8;
“Network Rail Restriction of Use”	means any Restriction of Use other than an Operator Restriction of Use;
“Notification Factor” or “NF”	shall have the meaning ascribed to it in paragraph 9;
“Off-Peak”	where applicable, has the meaning ascribed to it in Schedule 5;
“Operator Restriction of Use”	means a Restriction of Use of the type referred to in paragraph 2.3;
“Over-run”	shall have the meaning ascribed to it in paragraph 2.12(a);
“Peak”	where applicable, has the meaning ascribed to it in Schedule 5;
“Period”	shall have the meaning ascribed to it in Schedule 8;
“Public Holiday”	means any day other than Saturday or Sunday on which the banks in the City of London are not open for business;
“Recovery Allowance”	means an allowance for additional time incorporated in the New Working Timetable or (where the Train Operator requests that the allowance is not incorporated in the New Working

	<p>Timetable and Network Rail complies with that request) the Applicable Timetable to allow a Train to regain time lost during an earlier part of its journey;</p>
“Restriction of Use”	<p>means, in respect of any day, any restriction of use of all or any part of the Routes (other than one caused by a Recovery Allowance which was contained in the Applicable Timetable Planning Rules relevant to that day notified to each Timetable Participant on or before D-26 which results in:</p> <ul style="list-style-type: none"> (a) a difference between the Applicable Timetable on that day as compared with the New Working Timetable in respect of that day; and/or (b) a difference between the New Working Timetable on that day as compared with the Corresponding Day Timetable in respect of the Corresponding Day;
“Restriction of Use Day”	<p>means a day on which a Network Rail Restriction of Use is taken or deemed to be taken;</p>
“RoU Claim Notice”	<p>means a notice issued by either party pursuant to paragraph 2.8;</p>
“RoU Direct Costs”	<p>means the aggregate amount of:</p> <ul style="list-style-type: none"> (a) bus and taxi hire costs; (b) publicity costs; (c) train planning and diagramming costs; and (d) other costs directly related to the organisation and management of the Train Operator’s response to a Type 2 Restriction of Use, <p>reasonably incurred by the Train Operator as a result of a Type 2 Restriction of Use, adjusted by:</p> <ul style="list-style-type: none"> (i) adding any increase in RoU Variable Costs;

and

- (ii) deducting any decrease in RoU Variable Costs;

“RoU Liability”

means any costs, direct losses and expenses (including any loss of revenue) reasonably incurred or reasonably expected to be incurred by the Train Operator (including any increase in RoU Variable Costs but net of any benefit arising from the taking of a Restriction of Use including any decrease in RoU Variable Costs) as a consequence of a Type 3 Restriction of Use or any Restriction(s) of Use covered by an SPD Claim;

“RoU Losses”

means any RoU Direct Costs or RoU Liability (as applicable);

“RoU Trigger Date”

means, in respect of any Period, the later to occur of the following:

- (a) the date on which Network Rail issues a Day 42 Statement; and
- (b) in the event of any dispute in respect of Network Rail's Day 42 Statement, the date on which such dispute is agreed or determined;

“RoU Variable Costs”

means any Train Operator costs which vary as a result of a Restriction of Use or where applicable an Over-run arising directly from changes in train mileage including maintenance, fuel or the Traction Electricity Charge, the Variable Track Usage Charge and the Capacity Charge (as such terms are defined in Schedule 7);

“RPI”

shall have the meaning ascribed to it in Schedule 7 of this contract;

“SPD Claim”

has the meaning specified in paragraph 2.10(d);

“SPD Notice”

means a notice issued by either party pursuant to paragraph 2.10(a);

“SPD Period”

means the period of any 3 or 7 (as the case may be) consecutive Periods in which it is agreed or

determined that Sustained Planned Disruption has occurred in respect of the Train Operator, together with any subsequent consecutive Period up to but excluding the first Period to occur in respect of which it is agreed or determined that the test for Sustained Planned Disruption is not satisfied in respect of the Train Operator;

- “SPD Cost Threshold No.1”** means £609,500;
- “SPD Cost Threshold No.2”** means £1,219,000;
- “SPD Revenue Threshold No.1”** means 20% of the relevant Defined Service Group Revenue;
- “SPD Revenue Threshold No.2”** means 15% of the relevant Defined Service Group Revenue;
- “SPD Termination Notice”** has the meaning specified in paragraph 2.10(c);
- “Sustained Planned Disruption” or “SPD”** means a circumstance where:
- (a) the aggregate of the compensation payable in respect of a Service Group calculated in accordance with paragraph 3 for any one or more Restrictions of Use during:
 - (i) 3 consecutive Periods is equal to or exceeds SPD Revenue Threshold No.1; or
 - (ii) 7 consecutive Periods is equal to or exceeds SPD Revenue Threshold No.2,and that the difference between the RoU Liability calculated in accordance with paragraph 8 and the compensation calculated in accordance with paragraph 3 and paragraph 4 for such Restrictions of Use during that period would be more than £10,000; or
 - (b) in respect of any one or more Restrictions of Use during:
 - (i) 3 consecutive Periods the difference

	<p>between the Train Operator's RoU Liability (excluding any loss of revenue) calculated in accordance with paragraph 8 and the Train Operator's costs calculated under paragraph 4 would be more than SPD Cost Threshold No. 1; or</p> <p>(ii) 7 consecutive Periods the difference between the Train Operator's RoU Liability (excluding any loss of revenue) calculated in accordance with paragraph 8 and the Train Operator's costs calculated under paragraph 4 would be more than SPD Cost Threshold No. 2;</p>
“Service Code”	shall have the meaning ascribed to it in Schedule 8;
“Service Group”	shall have the meaning ascribed to it in Schedule 8;
“Train”	shall have the meaning ascribed to it in Schedule 8;
“Train–Bus–Train Pattern”	<p>means a situation where:</p> <p>(a) a Restriction of Use occurs on any section of track between:</p> <ul style="list-style-type: none"> (i) successive Monitoring Points; or (ii) the station of origin and the next Monitoring Point; and <p>(b) the Train Operator uses a substitute bus or other alternative road service between any pair of stations situated:</p> <ul style="list-style-type: none"> (i) between or including such successive Monitoring Points; or (ii) at or between the station of origin and the next Monitoring Point;
“Type 1 Restriction of Use”	means any single Restriction of Use which does not fall within the definition of Type 2 Restriction of

	Use or Type 3 Restriction of Use;
“Type 2 Restriction of Use”	means: <ul style="list-style-type: none"> (a) a single Restriction of Use of more than 60 consecutive hours (excluding any part of that Restriction of Use which occurs during a Public Holiday); and (b) which results in a Service being Disrupted but excluding any Restriction of Use which falls within the definition of Type 3 Restriction of Use;
“Type 3 Liability Claim”	has the meaning specified in paragraph 2.7(b);
“Type 3 Restriction of Use”	means a single Restriction of Use of more than 120 consecutive hours (including any part of that Restriction of Use which occurs during a Public Holiday);
“Unplanned Over-run Period”	shall have the meaning ascribed to it in paragraph 2.12(a)(ii)(A);
“Viable Transfer Point”	a station normally served by the services operated by the Train Operator, and equipped to enable the efficient and safe transfer of trainloads of passengers to and from alternative modes of transport, and/or services operated by other Train Operators, and which the parties have agreed, and set out in Annex B, shall be used for the purpose of providing bus substitution services, and for calculating the cost of bus substitution services in accordance with the provisions of paragraph 4 “Costs compensation for Network Rail Restrictions of Use”;
“Week”	means a period commencing at 00:00:00 hours on any Saturday and ending at 23:59:59 hours on the next following Friday; and
“White Period”	means any period during which the taking of a Restriction of Use would not result in any compensation being payable in accordance with paragraph 3.

1.2 *Suspension Notices*

Wherever a Suspension Notice is in force, the effects of that Suspension Notice shall be the subject of Clause 3.6 and not of this Schedule 4. A Restriction of Use shall only be treated as a Restriction of Use to the extent that it involves a Restriction of Use of all or any part of the Routes which is not covered by the restriction under that Suspension Notice.

1.3 *Possession*

Any reference in this contract to the term “possession”, whether on its own or in composite, should be construed as “Restriction of Use” as defined in this Part 3.

1.4 *White Period*

In respect of any Type 1 Restriction of Use, Type 2 Restriction of Use or Type 3 Restriction of Use, where a Restriction of Use starts before and/or ends after a White Period, the entire length of the Restriction of Use shall be taken into account when counting the cumulative total hours.

2 Application of this Part

2.1 *Entry into effect*

This Part 3 shall apply in respect of Restrictions of Use.

2.2 *Applicable Engineering Access Statement and the Network Code*

The provisions of this Part 3 shall be without prejudice to:

- (a) Network Rail's right to take Restrictions of Use under or pursuant to the Applicable Engineering Access Statement;
- (b) the establishment of any amended Working Timetable under Part H of the Network Code; and
- (c) any rights pursuant to the Network Code that the Train Operator may have to challenge any decision of Network Rail.

2.3 *Operator Restriction of Use*

Network Rail shall not be obliged to make any payments to the Train Operator for any one or more Restrictions of Use to the extent:

- (a) required as a result of any damage to the Network or Environmental Damage which in each case:

- (i) arises wholly or mainly from the operations of the Train Operator or its failure to comply with its obligations under this contract; and
 - (ii) Network Rail demonstrates is in excess of fair wear and tear arising from use of the Network by the Train Operator;
- (b) requested by the Train Operator (other than for the purposes of inspection, maintenance, renewal or repair of the Network); or
 - (c) required in connection with a Network Change proposed by the Train Operator under Condition G3 of the Network Code.

2.4 *Network Rail payments*

Subject to paragraph 2.3, Network Rail shall make payments to the Train Operator (in accordance with the procedure in paragraph 13) in respect of a Network Rail Restriction of Use calculated in accordance with paragraphs 2.5 to 2.7 and 2.10 where applicable.

2.5 *Type 1 Restriction of Use*

Network Rail shall make payments (in accordance with the procedure in paragraph 13) calculated in accordance with paragraphs 3 and 4 to the Train Operator in respect of any Type 1 Restriction of Use.

2.6 *Type 2 Restriction of Use*

- (a) Except where paragraph 2.6(c) applies, Network Rail shall make payments (in accordance with the procedure in paragraph 13) calculated in accordance with paragraphs 3 and 4 to the Train Operator in respect of any Type 2 Restriction of Use.
- (b) If either party reasonably believes or expects that the difference between RoU Direct Costs calculated in accordance with paragraph 6 and the costs calculated under paragraph 4 would exceed £10,000 then that party will be entitled to require that the costs be calculated in accordance with paragraph 6 by serving an RoU Claim Notice within the time periods set out in paragraph 2.8.
- (c) Following a request in accordance with paragraph 2.6(b), if it is agreed or determined that the difference between RoU Direct Costs calculated in accordance with paragraph 6 and the costs calculated under paragraph 4 exceeds £10,000 then the relevant party shall make payments to the other (in accordance with the procedure in paragraph 13) calculated in accordance with paragraphs 3 and 6.

2.7 *Type 3 Restriction of Use*

- (a) Except where paragraph 2.7(c) applies, Network Rail shall make payments (in accordance with the procedure in paragraph 13) calculated in accordance with paragraphs 3 and 4 to the Train Operator in respect of any Type 3 Restriction of Use.
- (b) If either party reasonably believes or expects that the difference between RoU Liability calculated in accordance with paragraph 7 and the costs and losses calculated under paragraphs 3 and 4 would exceed £10,000 then that party will be entitled to require that the costs and losses be calculated in accordance with paragraph 7 instead by serving an RoU Claim Notice within the time periods set out in paragraph 2.8 (a "Type 3 Liability Claim").
- (c) Following a request in accordance with paragraph 2.7(b), if it is agreed or determined that the difference between RoU Liability calculated in accordance with paragraph 7 and the costs and losses calculated under paragraphs 3 and 4 exceeds £10,000 then the relevant party shall make payments to the other (in accordance with the procedure in paragraph 13) calculated in accordance with paragraph 7.

2.8 *RoU Claim Notice*

- (a) Either party wishing to make a request pursuant to Clause 2.6(b) or Clause 2.7(b) must notify the other that a Restriction of Use is a Type 2 Restriction of Use or a Type 3 Restriction of Use and that the circumstances in paragraph 2.6(b) or 2.7(b) (as applicable) apply within 56 days of the RoU Trigger Date relating to the Period in which that Restriction of Use commences.
- (b) The notice referred to in paragraph 2.8(a) must, if provided by the Train Operator, include details of the estimate of the RoU Direct Costs or RoU Liability (as applicable) which the Train Operator has incurred in respect of the relevant Restriction of Use.

2.9 *Changes to Restrictions of Use*

- (a) Where a single Restriction of Use falls within the definition of one type of Restriction of Use and there is a change which means that no Restriction of Use occurs or that the Restriction of Use occurs as another type of Restriction of Use, then that Restriction of Use shall be treated, for the purposes of the calculation and payment of

compensation, as if it had always been the latter type of Restriction of Use (or, where applicable, as if it had not been a Restriction of Use).

- (b) For the purposes of paragraph 2.9(c), a Restriction of Use shall be deemed to be taken if and to the extent that it results in any difference between timetables of the type referred to in the definition of “Restriction of Use” when notified, whether or not the restriction giving rise to that Restriction of Use was subsequently cancelled in whole or in part.
- (c) Subject to paragraph 2.9(d), where a change to a Restriction of Use reduces the impact of the Restriction of Use and accordingly changes its type or means that there is no Restriction of Use in accordance with paragraph 2.9(a), the Train Operator may, within 28 days of the date on which the change to the Restriction of Use was notified to the Train Operator by Network Rail, serve a notice on Network Rail which sets out any costs to which the Train Operator is already committed or has already incurred and any costs associated with responding to the Restriction of Use (both before and after the change). The Train Operator shall be entitled to recover such costs provided that such costs are reasonable and were properly committed or incurred in the circumstances. For the purposes of this paragraph 2.9(c), references to “costs” shall mean those categories of costs which the Train Operator would have been entitled to recover under this Schedule 4 for that type of Restriction of Use which the Restriction of Use was classified as prior to its change.
- (d) Notwithstanding paragraph 2.9(c), where:
 - (i) the notice served by the Train Operator under paragraph 2.9(c) is in respect of a cancellation of a Type 1 Restriction of Use that was notified to the Train Operator less than 12 weeks before the date on which that Type 1 Restriction of Use was scheduled to occur; and
 - (ii) the costs to which the Train Operator is committed or which it has already incurred prior to the cancellation of the Type 1 Restriction of Use and any costs associated with responding to that cancellation, amount to £5000 or more,

the Train Operator shall be entitled to recover those costs provided that such costs are reasonable and were properly committed or incurred in the circumstances. For the purposes of this paragraph 2.9(d), references to “costs” shall mean those categories of costs described in the definition of “RoU Direct Costs” (save that references in that

definition to “Type 2 Restriction of Use” shall be deemed to refer to “Type 1 Restriction of Use”.

2.10 *Sustained Planned Disruption*

- (a) If either party reasonably believes that a Sustained Planned Disruption has occurred then that party will be entitled to require that the costs and losses for the Restrictions of Use for the relevant services during the relevant SPD Period be calculated in accordance with paragraph 8 by serving a notice on the other (an “SPD Notice”) in accordance with paragraph 2.10(b).
- (b) Unless otherwise agreed in writing, an SPD Notice must be served no later than the day falling 56 days after the issue of the Day 42 Statement which followed the end of the relevant SPD Period and must include a short explanation of why it reasonably believes a Sustained Planned Disruption has occurred and a statement of when the SPD Period commenced.
- (c) Following the issue of an SPD Notice, either party may serve a notice (an “SPD Termination Notice”) stating that it reasonably believes that the relevant Sustained Planned Disruption is no longer occurring, such notice to include a short explanation of why the party serving it reasonably believes that the Sustained Planned Disruption has ceased and stating the Period in which such cessation has occurred. A party receiving an SPD Termination Notice shall within 30 days of its receipt by notice to the serving party either accept or reject the SPD Termination Notice and where it rejects the notice it shall include with its rejection notice a short explanation of why it reasonably believes the Sustained Planned Disruption is continuing. If the parties fail to reach agreement within 30 days after service of a rejection notice, or if prior to that date both parties agree that agreement is unlikely to be reached prior to that date, either party may notify the other that the dispute resolution procedure set out in paragraph 13.3 is to apply (save that references to paragraph 13.2 shall be construed as being references to this paragraph).
- (d) Following the issue of an SPD Notice the party that issued that notice must serve a claim (an “SPD Claim”):
 - (i) no later than the day falling 112 days after the issue of the Day 42 Statement for the last Period in the relevant SPD Period; or

- (ii) where an SPD Period has exceeded 13 consecutive Periods in length or upon the termination or expiry of this contract, whichever comes first, unless otherwise agreed in writing, no later than the day falling 112 days after the issue of the Day 42 Statement which followed the 13th consecutive Period or the termination or expiry of this contract (as applicable),
whichever is the earlier.
- (e) Provided a party has issued an SPD Notice in accordance with paragraph 2.10(b), nothing in paragraph 2.10(d) shall prevent that party from issuing more than one SPD Claim in respect of the same Sustained Planned Disruption, provided that:
 - (i) each such SPD Claim relates to a different period within the said SPD Period (so there is no double-counting); and
 - (ii) no SPD Claim can be issued after the last day for serving notice specified under paragraph 2.10(d).
- (f) An SPD Claim must include details of when and why that party reasonably believes that a Sustained Planned Disruption has occurred and in particular:
 - (i) if the claim is made by the Train Operator, such details as may reasonably be available of the RoU Liability which the Train Operator has incurred or reasonably expects to incur in respect of the relevant Restrictions of Use during the SPD Period; or
 - (ii) if the claim is made by Network Rail, the reasons why Network Rail reasonably believes that the Train Operator has been overcompensated or may be overcompensated by more than the relevant amount.
- (g) Following the service of an SPD Claim, if and to the extent it is agreed or determined that a Sustained Planned Disruption has occurred in the period covered by the claim then the relevant party shall make payments to the other (in accordance with the procedure in paragraph 13) calculated in accordance with paragraph 8 in respect of the SPD Period (or where applicable the part of the SPD Period) covered by the SPD Claim.

2.11 *Early notice of RoU Losses*

The parties may at any time engage in discussions on any matter likely to result in payments in respect of any RoU Losses and shall use reasonable endeavours to agree whether such RoU Losses calculated in accordance with paragraph 6, 7 or 8 are likely to arise and/or what mitigating actions should be contemplated to reduce or avoid such RoU Losses. The party initiating such discussions shall provide to the other reasonable evidence in writing of why it thinks such RoU Losses will arise or mitigating actions should be contemplated. Following any agreement or determination that such RoU Losses are likely to arise in connection with one or more future Restrictions of Use or that mitigating actions should be contemplated, the parties shall where reasonably practicable engage in discussions on any options for mitigating costs, revenue loss and/or disruption including any advance compensation for such Restriction(s) of Use to the extent such advance compensation would or would reasonably be expected to facilitate the mitigation of the contemplated disruption. Nothing in this contract shall prevent Network Rail and the Train Operator agreeing any options for mitigating costs and disruption in respect of any Restriction(s) of Use. Unless otherwise agreed, the timescales for claiming RoU Losses shall still apply.

2.12 *Over-runs*

- (a) For the purposes of this paragraph 2.12, an over-run ("Over-run") occurs where:
 - (i) there is a Restriction of Use which is not an Operator Restriction of Use (the "First Restriction");
 - (ii) following the end of the relevant period of difference between timetables referred to in sub-paragraphs (a) and (b) of the definition of Restriction of Use which served to establish the existence of that Restriction of Use (the "First Restriction Period"), there is either:
 - (A) a further period of at least one hour during which Services are Disrupted due to (1) any incident attributed under Schedule 8 to circumstances arising from any restriction of operation of the Network which are a consequence of the First Restriction or (2) any act or omission in connection with any activities planned or undertaken which are directly attributable to the First Restriction (including any failure to remove the First Restriction by the time scheduled for its removal in the Applicable Engineering Access Statement)

but excluding any act or omission by the Train Operator for which it would be allocated responsibility under this contract (the "Unplanned Over-run Period"); and/or

- (B) a further Restriction of Use is taken which is at the same location as all or part of the First Restriction and directly connected with or attributable to any activities undertaken or planned to be undertaken under the First Restriction (a "Further Restriction"),

in each case without there being any intervening period between the First Restriction and the relevant Unplanned Over-run Period or Further Restriction, which is not either a White Period, Unplanned Over-run Period or a Further Restriction.

- (b) Where a Restriction of Use is subject to one or more Over-runs, then the entire duration from the start of the First Restriction to the end of the last Over-run in respect of the Restriction of Use shall be treated as making up a single Restriction of Use.
- (c) Where there is an Over-run which results in a Service being Disrupted which:
 - (i) is not part of either a Type 2 or Type 3 Restriction of Use;
 - (ii) lasts for more than one hour; and
 - (iii) results in the Train Operator incurring costs in the category of RoU Direct Costs in relation to the Over-run in excess of £10,000,then the Unplanned Over-run Period element of that Over-run (but not the relevant First Restriction Period or the period of any Further Restriction) shall for the purposes only of calculating RoU Direct Costs be deemed to constitute a Type 2 Restriction of Use.
- (d) For the purposes of calculating RoU Liability under paragraph 7 (when it is agreed or determined that the requirements of paragraph 2.7(c) are satisfied) or paragraph 8 when there is agreed or determined to be a Sustained Planned Disruption, the amount of the RoU Liability shall be calculated:
 - (i) including costs, direct losses and expenses (including loss of revenue and any increase in RoU Variable Costs) reasonably incurred or reasonably expected to be incurred by the Train

Operator as a consequence of any Unplanned Over-run Period;
and

(ii) offsetting any benefit as a consequence of the Unplanned Over-run Period including:

(A) any reduction in RoU Variable Costs;

(B) any payments made as result of paragraph 2.12(c); and

(C) any payments received by the Train Operator under Schedule 8.

(e) This paragraph 2.12 shall not result in any Unplanned Over-run Period being subject to either revenue loss compensation for Network Rail Restrictions of Use under paragraph 3 or costs compensation for Network Rail Restrictions of Use under paragraph 4.

3 Revenue loss compensation for Network Rail Restrictions of Use

3.1 *Basis for calculations*

For each Period and for each Service Group, Network Rail shall calculate the compensation payable in respect of all Network Rail Restrictions of Use on each Restriction of Use Day in that Period by applying, in accordance with paragraphs 3.2 and 3.3, the formulae in paragraphs 3.4, 3.5 and 3.6. For the purposes of determining for this paragraph 3 to which Service Group a particular Train is allocated, a Train (or portion of a Train) shall be treated as allocated to a particular Service Group by reference to its Service Code, provided that where a particular Train (or portion of a Train) is given a different Service Code in the New Working Timetable from the Service Code given to it in the Applicable Timetable or a different Service Code in the Corresponding Day Timetable from the Service Code given to it in the New Working Timetable it shall be treated as part of the Service Group in relation to whichever of those Service Codes most correctly applies to that Train or, where both Service Codes could equally apply to that Train, to the Service Code applied to that Train in the New Working Timetable.

3.2 *Separate calculations*

In applying the formula in paragraph 3.4, Network Rail shall calculate the compensation payable separately in respect of all:

(a) Network Rail Restrictions of Use which are taken into account in the New Working Timetable; and

- (b) Network Rail Restrictions of Use which are not so taken into account but are taken into account in the Applicable Timetable.

3.3 *Meaning of T1 and T2*

In paragraph 3.4:

- (a) where Network Rail is making the calculation for the purpose of paragraph 3.2(a), T1 shall mean the Corresponding Day Timetable and T2 shall mean the New Working Timetable for the Restriction of Use Day; and
- (b) where Network Rail is making the calculation for the purpose of paragraph 3.2(b), T1 shall mean the New Working Timetable for the Restriction of Use Day and T2 shall mean the Applicable Timetable for the Restriction of Use Day.

3.4 *Formula*

The formula referred to in paragraph 3.1 is as follows:

$$NRP = \sum((WACM + NREJT) \bullet BF \bullet NRPR \bullet NF)$$

where:

- (a) NRP is the Network Rail Payment;
- (b) Σ is the sum across all Network Rail Restrictions of Use and all Restriction of Use Days in the Period;
- (c) WACM is the weighted average of Cancellation Minutes for the Service(s) (or part(s) thereof) in that Service Group as a result of a Network Rail Restriction of Use, calculated according to the following formula:

$$WACM = (CM - NRPP) \bullet \sum \frac{(MPW \bullet CS)}{SS}$$

where:

- CM is the Cancellation Minutes for the Service Group in question specified in column J of Appendix 1 to Schedule 8;
- NRPP is the Network Rail performance point for the Service Group in question specified in column B of Appendix 1 to Schedule 8;
- Σ is the sum across all Monitoring Points in the Service Group;

MPW is the weighting attributable to the Monitoring Point, as specified in column O of Appendix 1 to Schedule 8;

CS is the number by which the number of stops at that Monitoring Point scheduled for that day in T2 is less than SS as a result of the Network Rail Restriction of Use; and

SS is the number of stops at the Monitoring Point scheduled for that day in T1;

- (d) NREJT is the extended Journey Time as a result of a Network Rail Restriction of Use in respect of Services in that Service Group, for the Restriction of Use Day, being Services which are not cancelled, calculated according to the following formula:

$$\text{NREJT} = \text{EJT} \cdot \left(1 - \frac{\sum (\text{MPW} \cdot \text{CS})}{\text{SS}}\right)$$

where:

Σ , MPW, CS and SS have the meanings ascribed to them in paragraph 3.4(b) above; and

EJT is the extended Journey Time as a result of a Network Rail Restriction of Use in respect of Services in that Service Group calculated according to the following formula:

if no Train in that Service Group is scheduled in T2 for that day, then EJT shall equal 0;

if otherwise,

EJT is the lesser of:

(i) the number of minutes specified as the Cap for the Service Group in column K of Appendix 1 to Schedule 8; and

(ii) $\text{AJT} \cdot ((u-v)/v)$,

provided always that if v equals or is greater than u, EJT shall equal 0;

where:

AJT is the average Journey Time for Trains in the Service Group scheduled for that day in T1, and shall be equal to the aggregate of the Journey Times scheduled in T1 in

respect of such Trains divided by the aggregate number of Journeys scheduled in T1 in respect of such Trains;

u is the average speed of Trains in the Service Group scheduled for that day in T1, and shall be equal to the aggregate of the number of miles scheduled to be run in T1 by such Trains divided by the aggregate of the Journey Times scheduled in T1 in respect of such Trains; and

v is the speed to which the average speed of Trains in the Service Group scheduled for that day in T2 is reduced as a result of the Network Rail Restrictions of Use (calculated by reference to the aggregate of the number of miles which such Trains are scheduled to run in T2 divided by the aggregate of the end to end Journey Times scheduled in T2 in respect of such Trains),

and for the purposes of this paragraph 3.4:

“Journey”

means the journey of the Train scheduled in the relevant timetable from its station of origin to its destination station; provided that if a Train crosses a Service Group boundary then in respect of each Service Group the Train’s station of origin and destination station shall respectively mean the station at which the Train commences that part of its journey in that Service Group and the station at which it ends that part of its journey in that Service Group; and that where any Train splits to become more than one Train then that part of the Train’s journey up to the station where it splits shall be treated as one journey and each Train into which the Train splits shall be treated as making a separate journey; and

“Journey Time”

shall be calculated in respect of each journey by reference to the difference in minutes between the time of departure from the station of origin and the time of arrival at the destination station;

(e) BF is the busyness factor, as calculated for each Service Group according to the following formula:

$$BF = \frac{\sum (MPW \bullet SS)}{AS}$$

where:

AS is the average number of stops at the Monitoring Point (being the Monitoring Point referred to in the definition of MPW) per day scheduled in the Bi-annual Timetable; and

MPW and SS have the meanings ascribed to them in paragraph 3.4(b); and

- (f) NRPR is the Network Rail payment rate specified in column E of Appendix 1 to Schedule 8, as indexed according to the relevant provisions of Schedule 8.

3.5 *High Speed Diversions*

Where there is a High Speed Diversion and WACM, as defined in paragraph 3.4(b), has a value equal to or less than zero then the following formula shall apply:

$$\text{ANRP} = \frac{\text{TDR}_{\text{SG}} \bullet (\text{CM} - \text{NRPP}) \bullet \text{NRPR} \bullet \text{BF} \bullet \text{NF}}{\text{TDT}_{\text{SG}}}$$

where:

ANRP is the additional Network Rail payment;

TDR_{SG} is, in respect of each Service Group and each Restriction of Use Day on which a High Speed Diversion applies, the number of Trains in the Service Group scheduled in T2 to be subject to the High Speed Diversion;

TDT_{SG} is the total number of Trains scheduled to be run in the Service Group in T1;

T1 and T2 shall have the meanings ascribed to them in paragraph 3.3; and

CM, NRPP, NRPR and BF shall have the meanings ascribed to them in paragraph 3.4.

In such a situation, the Train Operator shall provide Network Rail with evidence, either that the High Speed Diversion has been common for the Services in question in the past or that the High Speed Diversion would arise as a result of a change in circumstances.

In default of agreement, in relation to the adequacy of such evidence, between the Train Operator and Network Rail within 28 days after the New Working Timetable is issued reflecting the relevant Network Rail Restriction of Use, the

mechanism and procedure for dispute resolution set out in paragraphs 13.2, 13.3 and 13.4 shall apply.

3.6 *Train-Bus-Train Patterns*

If any Service Group on any day is subject to a Train-Bus-Train Pattern on account of a Network Rail Restriction of Use, and where WACM, as defined in paragraph 3.4(b), has a value equal to or less than zero, then Network Rail shall pay to the Train Operator an additional payment calculated as follows:

$$ANRP = \frac{TTS_{SG}}{TTR_{SG}} \bullet (CM - NRPP) \bullet DV \bullet NRPR \bullet BF \bullet NF$$

where:

ANRP is the additional Network Rail payment;

TTSSG is the total number of Trains scheduled in T2 to be run in the Service Group for that Restriction of Use Day to terminate at a destination other than that shown for those Trains due to a Train-Bus-Train Pattern in T1;

TTR_{SG} is the total number of Trains scheduled to be run in the Service Group in T1;

T1 and T2 shall have the meanings ascribed to them in paragraph 3.3;

CM, NRPP, NRPR and BF shall have the meanings ascribed to them in paragraph 3.4; and

DV shall have the value of 0.125,

provided that if:

TTR_{SG} is less than TTS_{SG} then $\frac{TTS_{SG}}{TTR_{SG}}$ shall be deemed to have the value of one.

In such a situation the Train Operator shall provide Network Rail with evidence, either that the Train-Bus-Train Pattern resulting from the Network Rail Restriction of Use is an arrangement that has been commonly used in the past by that Train Operator on the Services in question, or that it has arisen due to a change in circumstances.

In default of agreement, in relation to the adequacy of such evidence, between the Train Operator and Network Rail within 28 days after the New Working Timetable is issued reflecting the relevant Network Rail Restriction of Use, the

mechanism and procedure for dispute resolution set out in paragraphs 13.2, 13.3 and 13.4 shall apply.

4 Costs compensation for Network Rail Restrictions of Use

4.1 Basis for calculations

For each Period and for each Service Group, Network Rail shall calculate the compensation payable in respect of all Network Rail Restrictions of Use on each Restriction of Use Day in that Period by applying the formulae in paragraph 4.2. For the purposes of determining for this paragraph 4 to which Service Group a particular Train is allocated, a Train (or portion of a Train) shall be treated as allocated to a particular Service Group by reference to its Service Code, provided that where a particular Train (or portion of a Train) is given a different Service Code in the New Working Timetable from the Service Code given to it in the Applicable Timetable or a different Service Code in the Corresponding Day Timetable from the Service Code given to it in the New Working Timetable it shall be treated as part of the Service Group in relation to whichever of those Service Codes most correctly applies to that Train or, where both Service Codes could equally apply to that Train, to the Service Code applied to that Train in the New Working Timetable.

4.2 Cost compensation formula

The formula referred to in paragraph 4.1 is as follows:

$$\text{Cost compensation} = \sum (\text{RRBC} + \text{TMC})$$

where:

- (a) \sum is the sum across all applicable Network Rail Restrictions of Use and all Restriction of Use Days in the Period;
- (b) RRBC is the rail replacement bus cost, for the Service(s) (or part(s) thereof) in that Service Group as a result of a Network Rail Restriction of Use, calculated according to the following formula:

$$\text{RRBC} = \text{EBM} \times \text{EBMPR}$$

Where:

EBM is the number of estimated bus miles for the Train Operator; and

EBMPR is the payment rate per EBM, which is £9.66.

If there is full bus replacement

$$EBM = EBMW \times FBRmiles$$

If there is partial bus replacement

$$EBM = EBMW \times 0.5 \times PBRmiles \times ITS$$

If there is no bus replacement (as set out in Annex B to this Part 3 of Schedule 4)

$$EBM = EBMW \times 0$$

where:

EBMW is the weighting applicable to the affected section of route, as set out in Annex B to this Part 3 of Schedule 4;

FBRmiles is the length of route, in miles, between the applicable pair of Viable Transfer Points over which train services are affected and for which full bus replacement is required as set out in Annex B to this Part 3 of Schedule 4;

PBRmiles is the length of route, in miles, between the applicable pair of Viable Transfer Points over which train services are affected and for which partial bus replacement is required as set out in Annex B to this Part 3 of Schedule 4;

ITS is 1 or the percentage of trains stopping at intermediate stations for those cases where $EBMW = 50\%$; and

- (c) **TMC** is the cost or saving resulting from train mileage change, for the Service(s) (or part(s) thereof) in that Service Group as a result of a Network Rail Restriction of Use, calculated according to the following formula:

$$TMC = TM \times TMPR$$

where:

TM is the change in train mileage; and

TMPR is the payment rate per train mile, as stipulated in Annex C to this Part 3 of Schedule 4.

5 Estimated bus miles change mechanism

5.1 Circumstances in which parties agree to amend Annex B

Either party may by notice to the other propose that Annex B be amended in accordance with this paragraph 5.

5.2 *Procedure for amendments to Annex B*

- (a) The party who wishes to amend Annex B shall notify the other party of any such proposed change and the date from which it proposes that such change will have effect:
 - (i) where such change relates to a forthcoming timetable change, on or before the first day of the month which falls 6 months before the relevant Principal Change Date or Subsidiary Change Date on which that timetable change is due to occur; and
 - (ii) in any other case prior to the date from which it proposes such change shall have effect.
- (b) Any notice under sub-paragraph 5.2(a) shall specify as far as possible that party's proposed amendments to Annex B. Promptly following the service of any such notice the parties shall endeavour to agree whether Annex B should be amended in accordance with this paragraph 5 and if so the amendments.
- (c) If the parties fail to reach agreement within 90 days after service of the relevant notice, or if prior to that date both parties agree that agreement is unlikely to be reached prior to that date, the matter may be referred for resolution in accordance with the ADRR. In respect of any such dispute which is referred for resolution under the ADRR the parties shall agree in a Procedure Agreement, as defined in the ADRR, that the relevant ADRR Forum shall have regard to any relevant criteria and/or policy statement most recently issued by ORR.
- (d) Any amendment to Annex B shall take effect only when it has been approved by ORR under section 22 of the Act. Accordingly, as soon as reasonably practicable after any such amendment is agreed or determined in accordance with this paragraph 5, the parties shall use all reasonable endeavours to ensure that ORR is furnished with such amendment and sufficient information and evidence as it shall require to determine whether or not to approve the amendment.
- (e) Any amendment to Annex B shall apply with effect from:
 - (i) the relevant Principal Change Date or Subsidiary Change Date (where paragraph 5.2 (a) (i) applies); or

- (ii) subject to paragraph 5.2 (d) the date proposed by the party requesting the change in accordance with paragraph 5.2 (a) (ii) (unless otherwise agreed by the parties or determined by the expert in relation to the change).

5.3 *Costs of implementing amendment*

The party proposing the amendment to Annex B shall (subject to any determination of an expert as to costs, where a matter is referred to that expert under paragraph 5.2(c)) pay 90 percent of costs incurred by or on behalf of the other party in assessing and implementing the amendments to Annex B, provided that those costs shall be the minimum reasonably necessary to assess and implement that amendment.

6 RoU Direct Costs compensation for Type 2 Restrictions of Use

6.1 *Compensation arrangements*

- (a) Following receipt of an RoU Claim Notice in respect of a Type 2 Restriction of Use, Network Rail and the Train Operator shall (if they have not already done so) commence negotiations in respect of the RoU Direct Costs compensation to be paid by one party to the other in respect of such Type 2 Restriction of Use and, subject to paragraph 10, shall continue such negotiations in good faith until they are concluded.
- (b) Once the compensation referred to in paragraph 6.1(a) has been agreed or determined (and has been compared against any amounts calculated under paragraph 4 together with any other amounts paid or due to the Train Operator from Network Rail in relation to such Restriction of Use) then, in the event of:
 - (i) a shortfall for the Train Operator, the compensation to be paid by Network Rail to the Train Operator shall be the full amount of the RoU Direct Costs actually incurred by the Train Operator less any amounts calculated under paragraph 4 which have already been paid or are due for such Restriction of Use and any other amounts in respect of any RoU Direct Costs received by the Train Operator from Network Rail in respect of such Restriction of Use; or
 - (ii) an overpayment by Network Rail to the Train Operator, the compensation to be paid by the Train Operator to Network Rail shall be the difference between the amount received by the Train Operator which was calculated under paragraph 4 and the RoU

Direct Costs actually incurred by the Train Operator in respect of such Restriction of Use.

- (c) Network Rail shall include in the statement provided by it in respect of each Period under paragraph 13.1(a) details of the compensation agreed or determined under this paragraph 6 and paragraph 10 to be payable in respect of any Type 2 Restriction of Use taken in that Period and that compensation shall be due and payable by the relevant party to the other in accordance with paragraph 13.1.

7 RoU Liability compensation for Type 3 Restrictions of Use

7.1 Compensation arrangements

- (a) Following receipt of an RoU Claim Notice in respect of a Type 3 Restriction of Use, Network Rail and the Train Operator shall (if they have not already done so) commence negotiations in respect of the RoU Liability compensation to be paid by one party to the other in respect of the Type 3 Restriction of Use and, subject to paragraph 10, shall continue such negotiations in good faith until they are concluded.
- (b) Once the compensation referred to in paragraph 7.1(a) has been agreed or determined (and has been compared against the aggregate of any amounts calculated under paragraphs 3 and 4 together with any other amounts paid or due to the Train Operator from Network Rail in relation to such Restriction of Use) then, in the event of:
 - (i) a shortfall for the Train Operator, the compensation to be paid by Network Rail to the Train Operator shall be the full amount of the RoU Liability actually incurred by the Train Operator less any amounts calculated under paragraphs 3 and 4 which have already been paid or are due for such Restriction of Use and any other amounts received by the Train Operator from Network Rail in respect of such Restriction of Use; or
 - (ii) an overpayment by Network Rail to the Train Operator, the compensation to be paid by the Train Operator to Network Rail shall be the difference between the amount received by the Train Operator which was calculated under paragraphs 3 and 4 and the RoU Liability actually incurred by the Train Operator in respect of such Restriction of Use.
- (c) Network Rail shall include in the statement provided by it in respect of each Period under paragraph 13.1(a) details of the compensation

agreed or determined under this paragraph 7 and paragraph 10 to be payable in respect of any Type 3 Restriction of Use taken in that Period and that compensation shall be due and payable by the relevant party to the other in accordance with paragraph 13.1.

8 Sustained Planned Disruption payments

8.1 *Payment arrangements*

- (a) Following an agreement or determination that a Sustained Planned Disruption has occurred during an SPD Period, Network Rail and the Train Operator shall (if they have not already done so) commence negotiations in respect of the RoU Liability compensation to be paid by one party to the other in respect of the Restrictions of Use during the relevant SPD Period and, subject to paragraph 10, shall continue such negotiations in good faith until they are concluded.
- (b) Once the compensation referred to in paragraph 8.1(a) has been agreed or determined (and has been compared against the aggregate of any amounts calculated under paragraphs 3 and 4 together with any other amounts paid or due to the Train Operator from Network Rail in respect of such Restriction of Use) then, in the event of:
 - (i) a shortfall for the Train Operator, the compensation to be paid by Network Rail to the Train Operator in respect of the Restrictions of Use during the relevant SPD Period shall be the full amount of the RoU Liability actually incurred by the Train Operator less any amounts calculated under paragraphs 3 and 4 which have already been paid or are due for Restrictions of Use during the relevant SPD Period and any other amounts received by the Train Operator from Network Rail in respect of such Restrictions of Use; or
 - (ii) an overpayment by Network Rail to the Train Operator, the compensation to be paid by the Train Operator to Network Rail shall be the difference between the amount received by the Train Operator for Restrictions of Use during the relevant SPD Period and the RoU Liability actually incurred by the Train Operator during the same SPD Period.
- (c) Following any agreement or determination of an amount to be paid by one party to the other in respect of a Sustained Planned Disruption that amount shall (subject to the terms of any compensation arrangements

agreed in writing between the parties) be due and payable by one party to the other in accordance with paragraph 13.1.

- (d) Where a Sustained Planned Disruption applies due to a circumstance which it is agreed or determined affects a part only of the Train Operator's services (including whether by reference to geographic location or Service Group), then in agreeing or determining the RoU Liability in respect of that SPD the RoU Liability in respect of the part of the Train Operator's services not affected by that circumstance shall (unless otherwise proven) be presumed to be equal to the payments made under paragraphs 3 and 4 of this Schedule 4 in respect of those other services.

9 Notification Factors

9.1 *Early notification*

The Notification Factor in respect of a Network Rail Restriction of Use in respect of any Service Group shall have the value specified for that Service Group in column C of Annex A to this Part 3 if and to the extent that:

- (a) the Network Rail Restriction of Use is reflected in the New Working Timetable; or
- (b)
 - (i) details of the Network Rail Restriction of Use are notified to the Train Operator on or before D-26 for the Timetable Period in respect of the Restriction of Use Day but, at the request of the Train Operator (as accepted by Network Rail), are not reflected in the New Working Timetable; and
 - (ii) subject to paragraph 9.1(b)(iii), the Network Rail Restriction of Use is reflected in the Working Timetable as entered into the train service database at 22:00 hours on the day which is 12 Weeks before the Restriction of Use Day; or
 - (iii) where paragraph 9.1(b)(ii) does not apply because the Train Operator has failed to give Network Rail a revised Access Proposal in accordance with Condition D3.4.9 of the Network Code, the Network Rail Restriction of Use is reflected in the Applicable Timetable in respect of the Restriction of Use Day.

9.2 *Notification by TW-22*

The NF in respect of a Network Rail Restriction of Use in respect of any Service Group shall have the value specified for that Service Group in column D of Annex A to this Part 3 if and to the extent that paragraph 9.1 does not apply, and:

- (a) details of the Network Rail Restriction of Use are notified to the Train Operator by TW -22; and
- (b)
 - (i) the Network Rail Restriction of Use is reflected in the Working Timetable as entered into the train service database at 22:00 hours on the day which is 12 Weeks before the Restriction of Use Day; or
 - (ii) where paragraph 9.2(b)(i) does not apply because the Train Operator has failed to give Network Rail a revised Access Proposal in accordance with Condition D3.4.9 of the Network Code, the Network Rail Restriction of Use is reflected in the Applicable Timetable in respect of the Restriction of Use Day.

9.3 *Late Notification*

The NF in respect of a Network Rail Restriction of Use in respect of any Service Group shall have the value specified for that Service Group in column E of Annex A to this Part 3 if and to the extent paragraphs 9.1 and 9.2 do not apply but the Network Rail Restriction of Use is reflected in the Applicable Timetable, and includes where paragraph 9.1(b) or paragraph 9.2 would have been applicable but for a failure by Network Rail to fulfil the terms of paragraph 9.1(b)(ii) or paragraph 9.2(b)(i) respectively, notwithstanding the Train Operator having given a revised Access Proposal in accordance with Condition D3.4.9 of the Network Code.

10 **Dispute resolution**

If the Train Operator and Network Rail fail to reach agreement as required under paragraph 2.6 (c), 2.7 (c), 2.10 (g), 2.11, 6, 7 or 8 within 28 days following provision of the RoU Claim Notice, either party may refer the matter for resolution in accordance with the ADRR.

11 Schedule 8 application

If and to the extent that a Network Rail Restriction of Use is not reflected in the Applicable Timetable for the Restriction of Use Day, the amount of compensation (if any) shall be calculated in accordance with Schedule 8 (to the exclusion of any compensation under this Schedule 4 except as provided in paragraph 2.12).

12 Restriction of Use Day and Corresponding Day

12.1 Information provision

In respect of any Restriction of Use Day for which compensation may be payable in a Period under paragraphs 3 and 4, Network Rail shall accurately record such information as it uses and as may properly and reasonably be required to make the calculations required under paragraphs 3 and 4 (including the determination of NF and the relevant version of the Working Timetable referred to in paragraph 9.1(b)(ii) or paragraph 9.2(b)(i)). Network Rail shall maintain that information until the compensation payable under paragraphs 3 and 4 in respect of that Period is finally agreed or determined and provide such information to the Train Operator at its reasonable request.

12.2 Corresponding Day

- (a) If, for the purpose of identifying a Corresponding Day, no day is found under paragraph (a), (b) or (c) of the definition “Corresponding Day” and the parties have failed to reach agreement on the Corresponding Day by the date falling eight Weeks before the relevant Timetable Change Date then either party may require that the identification of the Corresponding Day be resolved as a dispute in accordance with the ADRR.
- (b) The parties shall agree in a Procedure Agreement, as defined in the ADRR, that the relevant ADRR Forum’s remit shall be to:
 - (i) reach a decision which is fair and reasonable; and
 - (ii) identify the day in either any version of the Working Timetable or any version of the New Working Timetable on or before D -26 in either case which has been produced in accordance with the Network Code as at the Restriction of Use Day and which most closely reflects the Services which would have been scheduled on the first day (as that term is used in the definition of Corresponding Day save that in respect of any Restriction of Use

lasting more than two Timetable Periods, the first day may occur in any year preceding the Timetable Period) but for Restrictions of Use reflected in the New Working Timetable for the first day; or

- (iii) where a Corresponding Day cannot be identified in accordance with paragraph 12.2(b)(ii) above, determine a notional Corresponding Day. The relevant ADRR Forum may have regard, where appropriate, to any pattern of services which may reasonably be expected to be operated during the relevant period when the Restriction of Use is being taken in the event of the permanent absence of any Corresponding Day.

13 Payment procedures

13.1 *Network Rail Restrictions of Use*

- (a) Within 14 days after the end of each Period, Network Rail shall provide to the Train Operator a statement (the “Day 42 Statement”) showing:
 - (i) all Network Rail Restrictions of Use taken during that Period;
 - (ii) any compensation calculated in accordance with paragraphs 3 and/or 4 payable by Network Rail in respect of the Network Rail Restrictions of Use identified; and
 - (iii) following any agreement or determination in the Period referred to in paragraph 13.1(a) of any RoU Losses in respect of a Type 2 Restriction of Use, a Type 3 Restriction of Use or a Sustained Planned Disruption (as applicable), any payment to be made by one party to the other,

in sufficient detail to enable the Train Operator to make an informed assessment thereof.

- (b) The aggregate liabilities of Network Rail and the Train Operator, in respect of any and all compensation for which either is liable to the other under this Part 3 and under Part 5 in respect of each Period shall, to the extent that such compensation is not under dispute, be set off against each other and the balance (if any) shall be payable by Network Rail or the Train Operator, as the case may be, within 35 days after the end of that Period.

13.2 *Disputes*

Within 10 days of receipt of a statement from Network Rail under paragraph 13.1, the Train Operator shall notify Network Rail of any aspects of the statement which it disputes, giving reasons for any dispute. Save to the extent that disputes are so notified, the Train Operator shall be deemed to have agreed the contents of the statement.

13.3 *Dispute resolution*

The procedure for resolving disputes notified under paragraph 13.2 shall be as follows:

- (a) within seven days of service of any notice under paragraph 13.2, the parties shall meet to discuss the disputed aspects of the statement with a view to resolving all disputes in good faith;
- (b) if, within seven days of that meeting (the “first meeting”), the parties are for any reason still unable to agree the disputed aspects of the statement, each party shall promptly (and in any event within seven days) prepare a written summary of the disputed aspects of the statement and the reasons for each such dispute and shall submit the summaries to the senior officer of each party;
- (c) within 28 days of the first meeting, the senior officers shall meet with a view to resolving all disputes;
- (d) if no resolution results within 14 days of that meeting, either party may refer the matter for resolution in accordance with the ADRR.

13.4 *Payments in the event of a dispute*

Where any amount under paragraph 13.1 is in dispute:

- (a) the undisputed amount shall be paid in accordance with paragraph 13.1;
- (b) the disputed amount shall be paid within 28 days after the dispute is resolved or determined to the extent that the amount in dispute is adjudged or resolved to be payable; and
- (c) the disputed amount shall carry interest (incurred daily and compounded monthly) at the Default Interest Rate from the date on which such amount would but for such dispute have been due to be paid until the date of payment.

14 Indexation

14.1 The formula applicable to this paragraph 14 is:

$$R_t = R_{t-1} \cdot \left(1 + \frac{(RPI_{t-1} - RPI_{t-2})}{RPI_{t-2}}\right)$$

where:

R_t is the relevant value in the Relevant Year t;

R_{t-1} is the relevant value in the Relevant Year t-1;

RPI_{t-1} means the RPI published or determined with respect to the month of November in Relevant Year t-1; and

RPI_{t-2} means the RPI published or determined with respect to the month of November in Relevant Year t-2.

14.2 Each of the EBMPR and TMPR (respectively defined in paragraph 4.2) and Defined Service Group Revenues shall be adjusted in respect of Periods in Relevant Year t in accordance with the formula set out in paragraph 14.1 except that in relation to the Relevant Year commencing on 1 April 2014, R_t shall have the value specified in:

- (a) paragraph 4.2 in respect of the EBMPR, multiplied by the Initial Indexation Factor;
- (b) in Annex C to this Part 3 of Schedule 4 in respect of TMPR, multiplied by the Initial Indexation Factor;
- (c) in Annex D to this Part 3 of Schedule 4 in respect of the Defined Service Group Revenues, multiplied by the Initial Indexation Factor,

and in the next following Relevant Year R_{t-1} shall respectively have the same value.

14.3 Each of the SPD Cost Threshold No.1 and SPD Cost Threshold No.2 shall be adjusted in respect of Periods in Relevant Year t in accordance with the formula set out in paragraph 14.1 except that in relation to the Relevant Year commencing on 1 April 2014, R_t shall have the relevant value specified in the definition of "SPD Cost Threshold No.1", multiplied by the Initial Indexation Factor; or "SPD Cost Threshold No. 2", multiplied by the Initial Indexation Factor; as appropriate, set out in paragraph 1.1 of this Schedule 4 and in the next following Relevant Year R_{t-1} shall respectively have the same value.

Annex A to Part 3 of Schedule 4 – Notification Factors

	A	B	C	D	E
Service Group Description	Service Group Code	Type	By D-26	By TW-22	After TW-22
Abellio ScotRail Limited					
Express	HA01	All Trains	0.45	0.65	0.85
East Coast Suburban	HA02	All Trains	0.5	0.68	0.85
South West Rural	HA03	All Trains	0.5	0.68	0.85
Highland Rural	HA04	All Trains	0.45	0.65	0.85
Strathclyde Electric	HA06	Off Peak	0.5	0.68	0.85
Strathclyde Electric	HA06	Peak	0.5	0.68	0.85
Strathclyde Pte Diesel	HA07	All Trains	0.5	0.68	0.85

Annex B to Part 3 of Schedule 4 – Lookup Table for EBM Weights

Viable Transfer Point (VTP)	Viable Transfer Point (VTP)	Via	Operating Rules	Infrastructure Rules	S4CS Code	EBM Payment Response	Applicable Service Groups	% Applicable	Bus Replacement				No Bus Replacement (0%)	EBM Total	
									From	To	Miles	No. Trains			
Mallaig (MLG)	Fort William (FTW)					Full bus replacement between Mallaig (MLG) and Fort William (FTW)	HA04	100%	MLG	FTW	41.50		£0.00		
Fort William (FTW)	Criarlarch (CNR)					Full bus replacement between Fort William (FTW) and Criarlarch (CNR)	HA04	100%	FTW	CNR	62.50		£0.00		
Oban (OBN)	Criarlarch (CNR)					Full bus replacement between Oban (OBN) and Criarlarch (CNR)	HA04	100%	OBN	CNR	41.75		£0.00		
															£0.00
															£0.00
Criarlarch (CNR)	Glasgow Queen Street Low Level					Full bus replacement between Criarlarch (CNR) and	HA04	100%	CNR	GQL	59.00		£0.00		
															£0.00

	(GQL)					Glasgow Queen St LL (GQL)								£0.00
Balloch (BAL)	Dalmuir (DAL)					Full bus replacement between Balloch (BAL) and Dalmuir (DAL)	HA06	100%	BAL	DAL	11.50			£0.00
														£0.00
														£0.00
Helensburgh Central (HEL)	Dalmuir (DAL)					Full bus replacement between Helensburgh Central (HEL) and Dalmuir (DAL)	HA06	100%	HEL	DAL	14.50			£0.00
														£0.00
														£0.00
Dalmuir (DAL)	Anniesland (ANN)	(via Drumry)				Partial bus replacement between Dalmuir (DAL) and Partick (PRK). Trains Divert via Hyndland.	HA06	50%	DAL	ANN	5.25			£0.00
							HA06	50%	ANN	PRK	1.50			£0.00
														£0.00
														£0.00
Milngavie (MIL)	Anniesland (ANN)		For services to/from Glasgow Queen Street			Full bus replacement between Milngavie (MIL) and Anniesland	HA06	100%	MIL	ANN	3.25			£0.00
														£0.00
														£0.00

			High Level (GLQ)			(ANN)							0
			For all other services			Full bus replacement between Milngavie (MIL) and Partick (PRK)	HA06	100%	MIL	ANN	3.25		£0.00
				HA06	100%		ANN	PRK	1.50			£0.00	
												£0.00	
Dalmuir (DAL)	Partick (PRK)	(via Clydebank)				Full bus replacement between Dalmuir (DAL) and Partick (PRK)	HA06	100%	DAL	PRK	5.75		£0.00
												£0.00	
												£0.00	
Anniesland (ANN)	Partick (PRK)		For services to/from Glasgow Queen Street High Level (GLQ)			Full bus replacement between Milngavie (MIL) and Anniesland (ANN)	HA06	100%	MIL	ANN	3.25		£0.00
													£0.00
													£0.00
			For all other services			Full bus replacement between Milngavie (MIL) and Partick (PRK)	HA06	100%	ANN	PRK	1.50		£0.00
							HA06	100%	ANN	PRK	1.50		£0.00
													£0.00
Partick (PRK)	Glasgow Central				Partial bus replacement	HA06	100%	PRK	GLC	2.25		£0.00	

	(GLC)					between Partick (PRK) and Glasgow Central (GLC). Divert via Glasgow Queen Street Low Level (GQL)								£0.00	
														£0.00	
														£0.00	
														£0.00	
Partick (PRK)	Glasgow Queen Street Low Level (GQL)					Partial bus replacement between Partick (PRK) and Glasgow Queen Street Low Level (GQL). Divert via Glasgow Central (GLC)	HA06	50%	PRK	GQL	2.50			£0.00	
															£0.00
															£0.00
															£0.00
															£0.00
Glasgow Queen Street Low Level (GQL)	Springburn (SPR)	(via Duke Street)	No bus replacement between Glasgow Queen Street High Level (GLQ) and Springburn (SPR)			Full bus replacement between Glasgow Queen Street Low Level (GQL) and Springburn (SPR)	HA06	100%	GQL	SPR	3.50			£0.00	
															£0.00
															£0.00
															£0.00

Glasgow Queen Street Low Level (GQL)	Shettleston (SLS)				Full bus replacement between Glasgow Queen Street Low Level (GQL) and Shettleston (SLS)	HA06	100%	GQL	SLS	3.75		£0.00
												£0.00
												£0.00
												£0.00
Glasgow Queen Street High Level (GLQ)	Croy (CRO)				Full bus replacement between Glasgow Queen Street High Level (GLQ) and Croy (CRO)	HA01	100%	GLQ	CRO	11.50		£0.00
						HA07	100%					£0.00
												£0.00
Croy (CRO)	Falkirk High (FKH)	(via Greenhill Upper Jn)			Full bus replacement between Croy (CRO) and Falkirk High (FKH)	HA01	100%	CRO	FKH	11.50		£0.00
						HA02	100%	CRO	FKH	11.50		£0.00
						HA07	100%	CRO	FKH	11.50		£0.00
Springburn (SPR)	Cumbernauld (CMB)	(via Stepps)			Full bus replacement between Springburn (SPR) and Cumbernauld (CMB)	HA07	100%	SPR	CMB	2.75		£0.00
												£0.00
												£0.00
Cumbernauld	Falkirk Graham	(via Carmuir)			Full bus replacement	HA02	100%	CMB	FKG	9.75		£0.00

(CMB)	ston (FKG)	s West Jn)				between Cumbernauld (CMB) and Falkirk Grahamston (FKG)							£0.00
													£0.00
Shettleston (SLS)	Airdrie (AIR)					Full bus replacement between Shettleston (SLS) and Airdrie (AIR)	HA06	100%	SLS	AIR	7.25		£0.00
													£0.00
													£0.00
Airdrie (AIR)	Bathgate (BHG)					Full bus replacement between Airdrie (AIR) and Bathgate (BHG)	HA06	100%	AIR	BHG	15.00		£0.00
													£0.00
													£0.00
Gourock (GRK)	Paisley Gilmour Street (PGS)					Full bus replacement between Gourock (GRK) and Paisley Gilmour Street (PGS)	HA06	100%	GRK	PGS	19.00		£0.00
													£0.00
													£0.00
													£0.00
Wemyss Bay (WYB)	Paisley Gilmour Street (PGS)					Full bus replacement between Wemyss Ban (WYB)	HA06	100%	WYB	PGS	23.50		£0.00
													£0.00

						and Paisley Gilmour Street (PGS)								£0.00	
														£0.00	
Largs (LAR)	Ardrossan South Beach (ASB)					Full bus replacement between Largs (LAR) and Ardrossan South Beach (ASB)	HA06	100%	LAR	ASB	11.50			£0.00	
															£0.00
															£0.00
Ardrossan Harbour (ARD)	Ardrossan South Beach (ASB)					Full bus replacement between Ardrossan Harbour (ARD) and Ardrossan South Beach (ASB)	HA06	100%	ARD	ASB	1.00			£0.00	
															£0.00
															£0.00
Ardrossan South Beach (ASB)	Kilwinning (KWG)	Services to/from Largs (LAR)				Full bus replacement between Largs (LAR) and Kilwinning (KWG)	HA06	100%	LAR	ASB	11.50			£0.00	
							HA06	100%	ASB	KW G	4.50			£0.00	
															£0.00
		Services to/from Ardrossan Harbour (ARD)					Full bus replacement between Ardrossan Harbour (ARD) and Kilwinning	HA06	100%	ARD	ASB	1.00			£0.00
								HA06	100%	ASB	KW G	4.50			£0.00

						(KWG)									
Stranraer (STR)	Ayr (AYR)					Full bus replacement between Stranraer (STR) and Ayr (AYR)	HA03	100%	STR	AYR	59.50			£0.00	
															£0.00
															£0.00
Ayr (AYR)	Troon (TRN)					Full bus replacement between Stranraer (STR) and Troon (TRN)	HA03	100%	STR	AYR	59.50			£0.00	
							HA03	100%	AYR	TRN	6.50			£0.00	
							HA06	100%	STR	AYR	59.50			£0.00	
							HA06	100%	AYR	TRN	6.50			£0.00	
Troon (TRN)	Kilwinning (KWG)					Full bus replacement between Troon (TRN) and Kilwinning (KWG)	HA03	100%	TRN	KWG	8.25			£0.00	
							HA06	100%	TRN	KWG	8.25			£0.00	
														£0.00	
Kilwinning (KWG)	Johnstone (JHN)					Full bus replacement between Kilwinning (KWG) and Johnstone (JHN)	HA03	100%	KWG	JHN	16.00			£0.00	
							HA06	100%	KWG	JHN	16.00			£0.00	
														£0.00	
Johnstone	Paisley Gilmour					Full bus replacement	HA03	100%	JHN	PGS	3.50			£0.00	

(JHN)	Street (PGS)					between Johnstone (JHN) and Paisley Gilmour Street (PGS)	HA06	100%	JHN	PGS	3.50			£0.00
														£0.00
														£0.00
Paisley Gilmour Street (PGS)	Glasgow Central (GLC)	(via Bridge Street Jn)				Full bus replacement between Paisley Gilmour Street (PGS) and Glasgow Central (GLC)	HA03	100%	PGS	GLC	7.25			£0.00
							HA06	100%	PGS	GLC	7.25			£0.00
														£0.00
														£0.00
Paisley Canal (PCN)	Glasgow Central (GLC)	(via Bridge Street Jn)				Full bus replacement between Paisley Canal (PCN) and Glasgow Central (GLC)	HA07	100%	PCN	GLC	7.75			£0.00
														£0.00
														£0.00
Troon (TRN)	Kilmarnock (KMK)					Full bus replacement between Troon (TRN) and Kilmarnock (KMK)	HA03	100%	TRN	KMK	9.00			£0.00
							HA07	100%	TRN	KMK	9.00			£0.00
														£0.00
Dumfries (DMF)	Carlisle (CLS)					Full bus replacement	HA03	100%	DMF	CLS	33.00			£0.00

						between Dumfries (DMF) and Carlisle (CLS)							£0.00
													£0.00
Dumfries (DMF)	Kilmarnock (KMK)					Full bus replacement between Dumfries (DMF) and Kilmarnock (KMK)	HA03	100%	DMF	KMK	58.00		£0.00
							HA07	100%	DMF	KMK	58.00		£0.00
													£0.00
Kilmarnock (KMK)	Barrhead (BRR)					Full bus replacement between Kilmarnock (KMK) and Barrhead (BRR)	HA03	100%	KMK	BRR	17.00		£0.00
							HA07	100%	KMK	BRR	17.00		£0.00
													£0.00
Barrhead (BRR)	Crossmyloof (CRS)					Full bus replacement between Barrhead (BRR) and Crossmyloof (CRS)	HA03	100%	BRR	CRS	7.00		£0.00
							HA07	100%	BRR	CRS	7.00		£0.00
													£0.00
East Kilbride (EKB)	Crossmyloof (CRS)	(via Giffnock)				Full bus replacement between East Kilbride (EKB) and Crossmyloof (CRS)	HA07	100%	EKB	CRS	9.25		£0.00
													£0.00
													£0.00
Crossmy	Glasgow	(via				Full bus	HA03	100%	CRS	GLC	2.25		£0.00

loof (CRS)	Central (GLC)	Muirhouse North Jn)				replacement between Crossmyloof (CRS) and Glasgow Central (GLC)							0
							HA07	100%	CRS	GLC	2.25		£0.00
													£0.00
Neilston (NEI)	Mount Florida (MFL)	(Via Muirend)	If block is between Glasgow Central (GLC) and Mount Florida (MFL)			Full bus replacement between Neilston (NEI) and Glasgow Central (GLC)	HA06	100%	NEI	MFL	8.50		£0.00
							HA06	100%	MFL	GLC	3.25		£0.00
													£0.00
			If block is between Neilston (NEI) and Mount Florida (MFL)			Full bus replacement between Neilston (NEI) and Mount Florida (MFL)	HA06	100%	NEI	MFL	8.50		£0.00
													£0.00
													£0.00
Mount Florida (MFL)	Glasgow Central (GLC)	(via Muirhouse North Jn)	Services to/from Neilston (NEI)			Full bus replacement between Neilston (NEI) and Glasgow Central (GLC)	HA06	100%	NEI	MFL	8.50		£0.00
							HA06	100%	MFL	GLC	3.25		£0.00
													£0.00
			Services to/from Newton			Full bus replacement between Newton	HA06	100%	NE W	MFL	5.50		£0.00
							HA06	100%	MFL	GLC	3.25		£0.00

			(NEW)			(NEW) and Glasgow Central (GLC)								0			
														£0.00			
			Full Circle Services	No Cathcart Circle services are running		Full bus replacement between Glasgow Central (GLC) and Glasgow Central (GLC)	HA06	100%	GLC	PSE	3.75			£0.00			
										HA06	100%	PSE	MFL	2.00			£0.00
										HA06	100%	MFL	GLC	3.25			£0.00
				Partial Cathcart Circle services are running		Full bus replacement between Mount Florida (MFL) and Glasgow Central (GLC)	HA06	100%	MFL	GLC	3.25				£0.00		
																	£0.00
Newton (NEW)	Mount Florida (MFL)	(via Kings Park)		As Neilston / Mount Florida		Full bus replacement between Newton (NEW) and Glasgow Central (GLC)	HA06	100%	NE W	MFL	5.50			£0.00			
							HA06	100%	MFL	GLC	3.25			£0.00			
														£0.00			
Rutherglen (RUT)	Glasgow Central (GLC)	(via Dalmarnock)				Full bus replacement between Rutherglen (RUT) and Glasgow	HA06	100%	RUT	GLC	3.00			£0.00			
							HA07	100%	RUT	GLC	3.00			£0.00			
														£0.00			

						Central (GLC)								0
Uddingston (UDD)	Rutherglen (RUT)					Full bus replacement between Uddingston (UDD) and Rutherglen (RUT)	HA06	100%	UDD	RUT	5.25			£0.00
							HA07	100%	UDD	RUT	5.25			£0.00
														£0.00
Rutherglen (RUT)	Newton (NEW)					Full bus replacement between Rutherglen (RUT) and Newton (NEW)	HA06	100%	RUT	NEW	3.50			£0.00
							HA07	100%	RUT	NEW	3.50			£0.00
														£0.00
Uddingston (UDD)	Glasgow Central (GLC)	(via Bridge Street Jn)				Full bus replacement between Uddingston (UDD) and Glasgow Central (GLC)	HA06	100%	UDD	GLC	5.50			£0.00
							HA07	100%	UDD	GLC	5.50			£0.00
														£0.00
Newton (NEW)	Larkhall (LRK)					Full bus replacement between Newton (NEW) and Larkhall (LRK)	HA06	100%	NEW	LRK	9.25			£0.00
														£0.00
														£0.00
Newton (NEW)	Motherwell (MWL)	(via Airbles)			If Motherwell	Full bus replacement between Newton	HA06	100%	NEW	MWL	8.25			£0.00
														£0.00

				available		(NEW) and Motherwell (MWL)							0
													£0.00
				If Motherwell NOT available		Full bus replacement between Motherwell (MWL) and Glasgow Central (GLC)	HA06	100%	GLC	RUT	3.00		£0.00
									RUT	NE W	3.50		£0.00
									NE W	MW L	8.25		£0.00
Glasgow Central (GLC)	Whifflet (WFF)	(via Kirkwood)				Full bus replacement between Glasgow Central (GLC) and Whifflet (WFF)	HA07	100%	GLC	WFF	11.00		£0.00
													£0.00
													£0.00
Uddingston (UDD)	Motherwell (MWL)			If Motherwell available		Partial bus replacement between Uddingston (UDD) and Motherwell (MWL). Trains divert via Bellshill (BEL)	HA06	50%	UDD	MW L	5.50		£0.00
							HA07	50%	UDD	MW L	5.50		£0.00
													£0.00
													£0.00
				If Bellshill route available		Full bus replacement between Uddingston (UDD) and Motherwell	HA06	100%	UDD	MW L	5.50		£0.00
				If Bellshill route NOT available			HA07	100%	UDD	MW L	5.50		£0.00
													£0.00

					(MWL)								0
													£0.00
					Full bus replacement between Motherwell (MWL) and Glasgow Central (GLC)	HA06	100%	MWL	UD D	5.50			£0.00
								UD D	RUT	5.25			£0.00
								RUT	GLC	3.00			£0.00
Cumbernauld (CMB)	Whifflet (WFF)				Full bus replacement between Cumbernauld (CMB) and Whifflet (WFF)	HA07	100%	CMB	WFF	7.50			£0.00
													£0.00
													£0.00
Whifflet (WFF)	Motherwell (MWL)				Full bus replacement between Whifflet (WFF) and Motherwell (MWL)	HA07	100%	WFF	MWL	4.00			£0.00
													£0.00
													£0.00
Motherwell (MWL)	Wishaw (WIS)				Full bus replacement between Motherwell (MWL) and Wishaw (WIS)	HA06	100%	MWL	WIS	3.25			£0.00
						HA07	100%	MWL	WIS	3.25			£0.00
													£0.00
Wishaw (WIS)	Carstairs (CAR)				Full bus replacement	HA06	100%	WIS	CAR	12.75			£0.00

						between Wishaw (WIS) and Carstairs (CAR)	HA07	100%	WIS	CAR	12.75			£0.00
														£0.00
Wishaw (WIS)	Lanark (LAN)					Full bus replacement between Wishaw (WIS) and Lanark (LAN)	HA06	100%	WIS	LAN	12.75			£0.00
														£0.00
														£0.00
Uddingston (UDD)	Shotts (SHS)	(via Holytown)				Full bus replacement between Uddingston (UDD) and Shotts (SHS)	HA07	100%	UDD	SHS	12.00			£0.00
														£0.00
														£0.00
Shotts (SHS)	Edinburgh Waverley (EDB)					Full bus replacement between Shotts (SHS) and Edinburgh Waverley (EDB)	HA07	100%	SHS	EDB	26.75			£0.00
														£0.00
														£0.00
Carstairs (CAR)	Edinburgh Waverley (EDB)					Full bus replacement Carstairs (CAR) and Edinburgh Waverley (EDB)	HA07	100%	CAR	EDB	28.75			£0.00
														£0.00
														£0.00

Edinburgh Waverley (EDB)	Newcraighall (NCH)				Full bus replacement between Edinburgh Waverley (EDB) and Newcraighall (NCH)	HA02	100%	EDB	NCH	4.75		£0.00
												£0.00
												£0.00
												£0.00
Newcraighall (NCH)	Tweedbank (TWB)				Full bus replacement between Newcraighall (NCH) and Tweedbank (TWB)	HA02	100%	NCH	TWB	34.85		£0.00
Edinburgh Waverley (EDB)	North Berwick (NBW)				Full bus replacement between Edinburgh Waverley (EDB) and North Berwick (NBW)	HA02	100%	EDB	NBW	22.00		£0.00
												£0.00
												£0.00
												£0.00
Edinburgh Waverley (EDB)	Dunbar (DUN)				Full bus replacement between Edinburgh Waverley (EDB) and Dunbar (DUN)	HA02	100%	EDB	DUN	29.00		£0.00
												£0.00
												£0.00
												£0.00

Bathgate (BGT)	Edinburgh Waverley (EDB)					Full bus replacement between Bathgate (BGT) and Edinburgh Waverley (EDB)	HA06	100%	BGT	EDB	18.75			£0.00	
															£0.00
															£0.00
															£0.00
Falkirk High (FKH)	Linlithgow (LIN)					Full bus replacement between Falkirk High (FKH) and Linlithgow (LIN)	HA01	100%	FKH	LIN	8.00			£0.00	
							HA02	100%	FKH	LIN	8.00			£0.00	
														£0.00	
														£0.00	
Linlithgow (LIN)	Edinburgh Waverley (EDB)					Full bus replacement between Linlithgow (LIN) and Edinburgh Waverley (EDB)	HA01	100%	LIN	EDB	17.50			£0.00	
							HA02	100%	LIN	EDB	17.50			£0.00	
														£0.00	
														£0.00	
Falkirk Grahamston (FKG)	Linlithgow (LIN)					Full bus replacement between Falkirk Grahamston (FKG) and Edinburgh	HA01	100%	FKG	LIN	8.00			£0.00	
							HA02	100%	FKG	LIN	8.00			£0.00	
														£0.00	

						Waverley (EDB)								£0.00
Edinburgh Waverley (EDB)	Inverkeithing (IKG)	(via Dalmeny)				Full bus replacement between Edinburgh Waverley (EDB) and Inverkeithing (IKG)	HA01	100%	EDB	IKG	13.00			£0.00
							HA02	100%	EDB	IKG	13.00			£0.00
														£0.00
Inverkeithing (IKG)	Kirkcaldy (KRK)		Dunfermline Town route NOT available			Full bus replacement between Inverkeithing (IKG) and Dundee (DDE) (via Kirkcaldy)	HA01	100%	IKG	KRK	12.75			£0.00
							HA01	100%	KRK	DDE	33.25			£0.00
							HA02	100%	IKG	KRK	12.75			£0.00
							HA02	100%	KRK	DDE	33.25			£0.00
			Dunfermline Town route available			Partial bus replacement between Inverkeithing (IKG) and Dundee (DDE) (via Kirkcaldy)	HA01	50%	IKG	KRK	12.75			£0.00
							HA01	50%	KRK	DDE	33.25			£0.00
							HA02	50%	IKG	KRK	12.75			£0.00
							HA02	50%	KRK	DDE	33.25			£0.00
Kirkcaldy (KRK)	Dundee (DDE)		Dunfermline Town route NOT available			Full bus replacement between Inverkeithing (IKG) and Dundee	HA01	100%	IKG	KRK	12.75			£0.00
							HA01	100%	KRK	DDE	33.25			£0.00
							HA02	100%	IKG	KRK	12.75			£0.00

						(DDE) (via Kirkcaldy)							0
							HA02	100%	KRK	DDE	33.25		£0.00
				Dunfermline Town route available		Partial bus replacement between Inverkeithing (IKG) and Dundee (DDE) (via Kirkcaldy)	HA01	50%	IKG	KRK	12.75		£0.00
							HA01	50%	KRK	DDE	33.25		£0.00
							HA02	50%	IKG	KRK	12.75		£0.00
							HA02	50%	KRK	DDE	33.25		£0.00
Inverkeithing (IKG)	Glenrothes With Thornton (GWT) / Dunfermline Town (DFT) / OTHER					Full bus replacement between Inverkeithing (IKG) and Glenrothes with Thornton (GWT)	HA01	100%	IKG	GW T	17.25		£0.00
							HA02	100%	IKG	GW T	17.25		£0.00
													£0.00
													£0.00
Glenrothes With Thornton (GWT) / Dunfermline Town (DFT) / OTHER	Kirkcaldy (KRK)					Full bus replacement between Glenrothes with Thornton (GWT) and Kirkcaldy (KRK)	HA01	100%	GW T	KRK	5.00		£0.00
							HA02	100%	GW T	KRK	5.00		£0.00
													£0.00
													£0.00
Kirkcaldy	Perth (PER)					Full bus replacement	HA01	100%	KRK	PER	31.00		£0.00

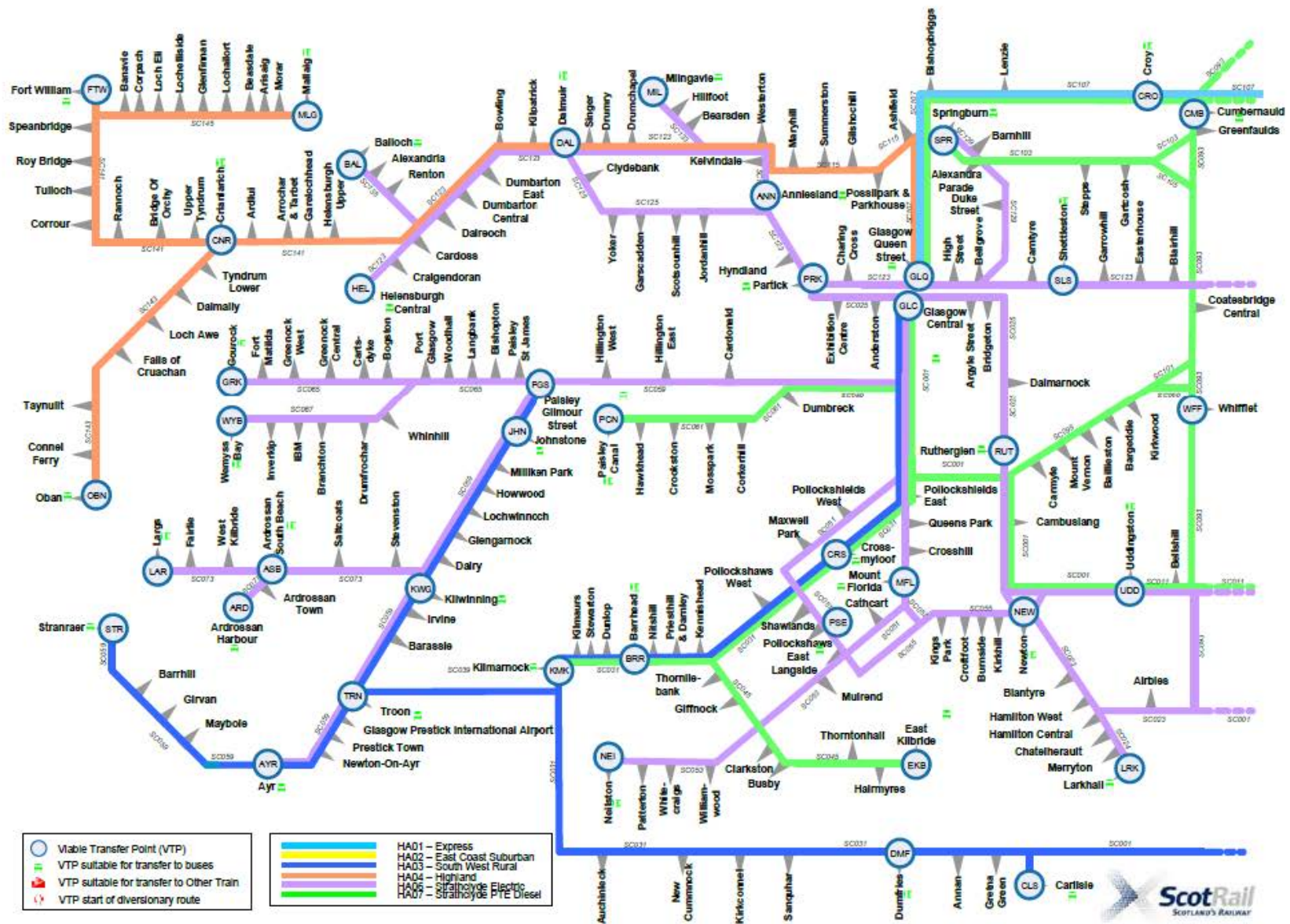
(KRK)						between Kirkcaldy (KRK) and Perth (PER)								£0.00
														£0.00
Croy (CRO)	Stirling (SRG)	(via Larbert)				Full bus replacement between Croy (CRO) and Stirling (SRG)	HA01	100%	CRO	SRG	18.00			£0.00
							HA02	100%	CRO	SRG	18.00			£0.00
Falkirk Grahamston (FKG)	Stirling (SRG)					Full bus replacement between Falkirk Grahamston (FKG) and Stirling (SRG)	HA01	100%	FKG	SRG	11.00			£0.00
							HA02	100%	FKG	SRG	11.00			£0.00
														£0.00
Stirling (SRG)	Alloa (ALA)					Full bus replacement between Stirling (SRG) and Alloa (ALA)	HA07	100%	SRG	ALA	6.00			£0.00
														£0.00
Stirling (SRG)	Perth (PER)					Full bus replacement between Stirling (SRG) and Perth (PER)	HA01	100%	SRG	PER	33.00			£0.00
							HA02	100%	SRG	PER	33.00			£0.00
							HA07	100%	SRG	PER	33.00			£0.00
Perth (PER)	Aviemore (AVI)					Full bus replacement between Perth (PER)	HA01	100%	PER	PIT	83.75			£0.00

						and Aviemore (AVI)							
Aviemore (AVI)	Inverness (INV)					Full bus replacement between Aviemore (AVI) and Inverness (INV)	HA01	100%	AVI	INV	34.50		£0.0 0
Perth (PER)	Dundee (DDE)					Full bus replacement between Perth (PER) and Dundee (DDE)	HA01	100%	PER	DDE	21.00		£0.0 0
Dundee (DDE)	Aberdeen (ABR)					Full bus replacement between Dundee (DDE) and Aberdeen (ABR)	HA01	100%	DDE	ABR	71.25		£0.0 0
Aberdeen (ABR)	Inverurie (IVR)					Full bus replacement between Aberdeen (ABR) and Inverurie (IVR)	HA01	100%	ABR	IVR	16.75		£0.0 0
							HA04	100%	ABR	IVR	16.75		£0.0 0
													£0.0 0
Inverurie (IVR)	Keith (KEI) / Elgin (ELG)					Full bus replacement between Inverurie (IVR) and	HA01	100%	IVR	KEI	36.25		£0.0 0
							HA04	100%	IVR	KEI	36.25		£0.0 0

						Keith (KEI)								
Keith (KEI) / Elgin (ELG)	Inverness (INV)					Full bus replacement between Keith (KEI) and Inverness (INV)	HA01	100%	KEI	INV	55.13			£0.00
							HA04	100%	KEI	INV	55.13			£0.00
Inverness (INV)	Dingwall (DIG)					Full bus replacement between Inverness (INV) and Dingwall (DIG)	HA04	100%	INV	DIG	18.75			£0.00
													£0.00	
													£0.00	
Kyle of Lochalsh (KOL)	Strathcarron (SCR)					Full bus replacement between Kyle of Lochalsh (KOL) and Strathcarron (SCR)	HA04	100%	KOL	SCR	17.75			£0.00
													£0.00	
													£0.00	
Strathcarron (SCR)	Dingwall (DIG)					Full bus replacement between Strathcarron (SCR) and Dingwall (DIG)	HA04	100%	KOL	SCR	17.75			£0.00
							HA04	100%	SCR	DIG	46.00			£0.00
													£0.00	
Dingwall (DIG)	Thurso (THR)					Full bus replacement between Dingwall (DIG) and	HA04	100%	DIG	THR	135.25			£0.00
													£0.00	

						Thurso (THR)								
Thurso (THR)	Wick (WIK)					Full bus replacement between Thurso (THR) and Wick (WIK)	HA04	100%	THR	WIK	20.75			£0.00
												Total		£0.00





- Viable Transfer Point (VTP)
- VTP suitable for transfer to buses
- VTP suitable for transfer to Other Train
- VTP start of diversionary route

- HA01 – Express
- HA02 – East Coast Suburban
- HA03 – South West Rural
- HA04 – Highland
- HA05 – Strathclyde Electric
- HA07 – Strathclyde PTE Diesel



Annex C to Part 3 of Schedule 4 – Payment Rate per train mile

Service Group	Description	Compensation Rate	Total Train Cost per Mile (Pence)
HA01	Express (All Trains)	Other	✕
HA02	East Coast Suburban (All Trains)	Other	✕
HA03	South West Rural (All Trains)	Other	✕
HA04	Highland Rural (All Trains)	Other	✕
HA06	Strathclyde Electric (Off Peak)	Other	✕
HA06	Strathclyde Electric (Peak)	Other	✕
HA07	Strathclyde PTE Diesel (All Trains)	Other	✕

Annex D to Part 3 of Schedule 4 – Defined Service Group Revenue

Service Group	Description	Defined Service Group Revenue
HA01	Express	✗
HA02	East Coast Suburban	✗
HA03	South West Rural	✗
HA04	Highland Rural	✗
HA06 Peak	Strathclyde Electric	✗
HA06 Off Peak	Strathclyde Electric	✗
HA07	Strathclyde Pte Diesel	✗

PART 4: NOT USED

PART 5: ACCESS CHARGE SUPPLEMENT FOR RESTRICTIONS OF USE

- 1 The Train Operator shall pay or procure the payment to Network Rail of an Access Charge Supplement for Restrictions of Use (ACSRU) in respect of each Period equal to 1/13 of the amount specified below (as indexed in accordance with paragraph 2) in respect of the Relevant Year commencing 1 April in which the first day of the relevant Period falls:

Year	£
2014-2015	6,987,379
2015-2016	8,504,368
2016-2017	10,322,424
2017-2018	7,710,980
2018-2019	7,452,687

Each such payment shall be made within 35 days after the end of the relevant Period.

- 2 Each such amount specified in paragraph 1 shall be adjusted in respect of payments made relating to Periods in the Relevant Year t in accordance with the following formula:

$$ACSRU_{pt} = ACSRU_t \cdot \left(1 + \frac{(RPI_{t-1} - RPI_{2013})}{RPI_{2013}} \right) \cdot \text{Initial Indexation Factor}$$

where:

$ACSRU_{pt}$ is the actual amount payable in the Relevant Year t;

$ACSRU_t$ is the relevant amount specified in paragraph 1 of this Part 5 for the Relevant Year t (before indexation);

RPI_{t-1} has the meaning set out in paragraph 14.1 of Part 3 of this Schedule 4; and

RPI_{2013} means the RPI published or determined with respect to the month of November 2013,

but so that in relation to the Relevant Year commencing on 1 April 2014, $ACSRU_t$ shall have the relevant value specified in the relevant column of the table in paragraph 1.

This is Schedule 5 referred to in the foregoing Track Access Agreement between Network Rail Infrastructure Limited and Abellio ScotRail Limited

SCHEDULE 5: THE SERVICES AND THE SPECIFIED EQUIPMENT

1 Definitions

1.1 In this Schedule unless the context otherwise requires:

“Calling Pattern”	means a list of stations related to one or more Passenger Train Slots, at which stops are to be Scheduled in the Working Timetable;
“Clockface Departures”	means, in respect of any Service, a pattern whereby departures from the point of origin of that Service, or any specified intermediate point, are fixed at the same number or numbers of minutes past each hour;
“Contingent Right”	means a right under this Schedule 5 which is not a Firm Right and which is subject to the fulfilment of all competing Exercised Firm Rights and any additional contingency specified in this Schedule 5;
“Day”	means any period of 24 hours beginning at 0200 hours and ending immediately before the next succeeding 0200 hours, and any reference in this Schedule to any named day of the week shall be to such period commencing on that named day;
“Exercised”	has the meaning ascribed to it in Part D of the Network Code;
“Firm Right”	has the meaning ascribed to it in Part D of the Network Code;
“Glasgow Public Holiday”	means any day other than Saturday or Sunday designated by Glasgow City Council (or its successor) as a Glasgow Public Holiday;
“Journey Time”	means the time in the Working Timetable to be taken by a Service in travelling between the specified departure point and specified destination for that Service;
“Journey Time Review Notice”	has the meaning ascribed to it in paragraph 7.5;
“Maximum Journey Time”	means, in respect of a Passenger Train Slot, the corresponding Maximum Journey Time, if any, set out in column 4 of Table 6.1;
“Maximum Key Journey Time”	means, in respect of a Passenger Train Slot, the corresponding Maximum Key Journey Time, if any, set out in column 4 of Table 6.1;
“Modification Notice”	has the meaning ascribed to it in paragraph 7.10;

“Network Change”	has the meaning ascribed to it in Part G of the Network Code;
“Off-Peak Services”	means Services Scheduled on any part of a Weekday which are not “Peak Services”, and “Off-Peak” shall be construed accordingly;
“Passenger Train Slot”	means a Train Slot intended by the Train Operator to be used for the provision of a Service;
“Peak Services”	means: <ul style="list-style-type: none"> (a) those Services detailed in service group HA06 timed to arrive at any of the following stations: <ul style="list-style-type: none"> (i) Glasgow Central High Level; (ii) Glasgow Central Low Level; (iii) Glasgow Queen Street Low Level; between the hours of 0745 and 0915 on any given Weekday (excluding Glasgow Public Holiday); and (b) those services detailed in service group HA06 timed to depart from any of the following stations: <ul style="list-style-type: none"> (i) Glasgow Central High Level; (ii) Glasgow Central Low Level; and (iii) Glasgow Queen Street Low Level; between the hours of 1630 and 1800 on any given Weekday and “Peak” shall be construed accordingly;
“Public Holiday”	means any day other than Saturday or Sunday on which the banks in the City of London are not open for business;
“Reduced Regular Calling Pattern”	has the meaning ascribed to it in paragraph 4.1;
“Regular Calling Pattern”	has the meaning ascribed to it in paragraph 4.1;
“Scheduled”	means, in relation to the quantum, timing or any other characteristic of a train movement, that quantum, timing or other characteristic as included in the applicable Working Timetable;
“Service Group”	means any one or more (as the context may require) of the service groups described in this Schedule;

“Timetable Period”	means the period of time between (and including) one Timetable Change Date and (but excluding) the immediately succeeding Timetable Change Date;
“Timing Load”	means, in relation to a Service, the timing reference code as defined from time to time in the Working Timetable;
“Train Service Code” or “TSC”	means the eight character code applied in the Performance Monitoring System and used to identify Services;
“Weekday”	means any day (including, except for the purposes of paragraphs 6 and 7, a Public Holiday) which is not a Saturday or Sunday;
“Xmas Sundays”	means the four Sundays immediately prior to but not including 25th December; and
“xx20”	means, as an example of this notation, 20 minutes past the hour.

- 1.2 Unless otherwise stated, where in this Schedule a period is expressed to be between two specific times that period shall be inclusive of both such times.
- 1.3 The Train Operator's rights under this Schedule as to numbers of Passenger Train Slots per Day are calculated by reference to departures from the Scheduled start point on the Day in question, notwithstanding that a Passenger Train Slot may not be Scheduled to arrive at its end point until the immediately succeeding Day.

2 Passenger Train Slots

Table 2.1: Passenger Train Slots

1						2				
Service Group HA01: Express										
Service 540 - Glasgow – Aberdeen						Passenger Train Slots				
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak	Off-peak	Saturday	Sunday
Glasgow Queen Street	Aberdeen	Stirling	1.0	23540003	170	15			15	10
Glasgow Queen Street	Dyce	Perth, Dundee	1.1	23540003 ₁	170	1			1	0
Glasgow Queen Street	Dundee	Perth		23540003	158	4			3	1 ²
Aberdeen	Glasgow Queen Street	Stirling	1.2	23540003	170	16			14	8
Aberdeen	Perth	Dundee	1.3	23540003	158	1			0	1
Dundee	Glasgow Queen Street	Perth	1.4	23540003	158	4			4	1
Inverurie	Glasgow Queen Street	Perth	1.5	23540003 ₁	170	1			1	1
Dyce	Glasgow Queen Street	Perth, Dundee	1.6	23540003 ₁	170	1			1	0
Glasgow Queen Street	Arbroath			23540003	158	1			1	0

Glasgow Queen Street	Carnoustie			23540003	158	1			1	0
Inverness	Glasgow Queen Street	Aberdeen		23547003 ₃	170	0			0	1
Aberdeen	Stonehaven		1.11	23540003	158	1			0	0

1 Train Service Code changes to/from 23547003 at Aberdeen

2 The Train Operator has Firm Rights to have this Train Slot attached at Dundee to an Edinburgh Waverley to Aberdeen Train Slot, contained in Service Group 541 in order to create a through journey

3 Train Service Code changes to 2354003 at Aberdeen

Table 2.1: Passenger Train Slot

1						2				
Service Group HA01: Express										
Service 541 - Edinburgh – Aberdeen						Passenger Train Slots				
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak	Off-peak	Saturday	Sunday
Edinburgh Waverley	Aberdeen	Leuchars	1.7	23541003	158	6			5	6 ³
Edinburgh Waverley	Dundee	Kirkcaldy, Leuchars	1.8	23541003	158	18			17	6
Aberdeen	Edinburgh Waverley	Leuchars	1.10	23541003	170	5			6	5
Dundee	Edinburgh Waverley	Leuchars, Kirkcaldy	1.11	23541003	158	14			14	7
Carnoustie	Dundee		1.12	23541003	158	1			1	0
Montrose	Inverness	Aberdeen	1.13	23541003 ¹	158	0			1	0
Perth	Inverurie	Dundee	1.14	23541003 ¹	158	1			1	0
Edinburgh Waverley	Inverurie	Kirkcaldy, Leuchars	1.15	23541003 ¹	170	5			6	0
Edinburgh Waverley	Inverness	Dundee, Aberdeen	1.16	23541003 ¹	170	1			1	0
Inverness	Edinburgh Waverley	Aberdeen, Dundee	1.17	23541003 ¹	170	1			1	0
Inverurie	Edinburgh Waverley	Aberdeen, Dundee	1.18	23541003 ¹	170	5			6	0
Arbroath	Edinburgh			23549003	158	1			1	0
Aberdeen	Dundee			23549003	158	0			1	0
Dundee	Inverness	Aberdeen		23549003 ¹	158	1			0	0

Aberdeen	Perth			23549003	158	1			0	1
Dyce	Edinburgh	Aberdeen		23547003 ²	170	1			0	0

1 Train Service Code changes to/from 23547003 at Aberdeen

2 Train Service Code changes to 23541003 at Aberdeen

3 The Train Operator has Firm Rights to have a Glasgow Queen Street to Dundee Train Slot contained in Service Group 540 attach to a Train Slot from Edinburgh to Aberdeen in order to create a through service

Table 2.1: Passenger Train Slots

1						2				
Service Group HA01: Express										
Service 548 - Edinburgh– Glasgow						Passenger Train Slots				
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak	Off-peak	Saturday	Sunday
Edinburgh Waverley	Glasgow Queen Street	Falkirk High	1.20	23548003	170	28			27	16
Edinburgh Waverley	Glasgow Queen Street	Falkirk High	1.21	23548003	170	34			34	16
Glasgow Queen Street	Edinburgh Waverley	Falkirk High	1.201	23548003	170	32			31	16
Glasgow Queen Street	Edinburgh Waverley	Falkirk High	1.211	23548003	170	30			30	16

Table 2.1: Passenger Train Slots

1						2				
Service Group HA01: Express										
Service 549 – Glasgow – Perth – Inverness						Passenger Train Slots				
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak	Off-peak	Saturday	Sunday
Glasgow Queen Street	Inverness	Stirling, Aviemore	1.22	23549003	170	5			5	1
Glasgow Queen Street	Perth	Stirling	1.23	23549003	158	2			3	1
Glasgow Queen Street	Elgin	Stirling, Aviemore	1.24	23549003	170	0			0	2
Perth	Glasgow Queen Street	Stirling		23549003	158	2			2	0
Inverness	Glasgow Queen Street	Aviemore, Stirling	1.25	23549003	170	4			4	2

Table 2.1: Passenger Train Slots

1						2				
Service Group HA01: Express										
Service 549 - Edinburgh – Perth – Inverness						Passenger Train Slots				
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak	Off-peak	Saturday	Sunday
Edinburgh Waverley	Inverness	Kirkcaldy, Aviemore	1.27	23549003	170	5			5	4
Edinburgh Waverley	Perth	Ladybank	1.28	23549003	158	12			13	1
Inverness	Edinburgh Waverley	Aviemore, Kirkcaldy	1.29	23549003	170	5			5	4
Perth	Edinburgh Waverley	Ladybank	1.30	23549003	158	14 ¹			13	0
Blair Atholl	Edinburgh Waverley	Kirkcaldy	1.31	23549003	158	1			1	0

1 Train CER at Kirkcaldy 23587003, 1 Train CER at Glenrothes 23578103

Table 2.1: Passenger Train Slots

1						2				
Service Group HA02: East Coast Locals										
Service 576 - Edinburgh – Dunblane – Perth						Passenger Train Slots				
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak	Off-peak	Saturday	Sunday
Edinburgh Waverley	Dunblane	Falkirk Grahamston	2.5	23576003	158	30	0	0	30	13
Edinburgh Waverley	Perth	Falkirk Grahamston	2.6	23576003	158	1	0	0	1	1
Edinburgh Waverley	Stirling	Falkirk Grahamston		23576003	158	1	0	0	1	8
Stirling	Dunblane			23576003	158	0	0	0	1	0
Edinburgh Waverley	Dunblane	Falkirk Grahamston		23586003 ¹	158	1	0	0	0	0
Dunblane	Edinburgh Waverley	Falkirk Grahamston	2.7	23576003	158	30	0	0	29	12
Perth	Edinburgh Waverley	Falkirk Grahamston	2.8	23576003	158	1	0	0	1	1
Stirling	Edinburgh Waverley	Falkirk Grahamston	2.9	23576003	158	0	0	0	0	8
Dunblane	Stirling		2.40	23576003	158	1	0	0	1	0
Perth	Stirling		2.41	23576003	158	0	0	0	1	0

Alloa	Edinburgh Waverley		2.42	23576003	158	2	0	0	1	0
Edinburgh Waverley	Alloa		2.43	23576003	158	1	0	0	1	0
Dunblane	Edinburgh Waverley			23576003 ²	158	1	0	0	1	0

1 Trains change TSC at Edinburgh Waverley to 23576003

2 Trains change TSC at Edinburgh Waverley to 23586003

Table 2.1: Passenger Train Slots

1						2			
Service Group HA02: East Coast Locals									
Service 584 - North Berwick – Edinburgh – Glasgow						Passenger Train Slots			
From	To	Via	Description	TSC	Timing Load	Total weekday		Saturday	Sunday
North Berwick	Edinburgh Waverley		2.10	23584003	380-4	17		25	12
North Berwick	Haymarket		2.11	23584003	380-4	2		0	0
North Berwick	Glasgow Central	Carstairs	2.12	23584003 ¹	380-4	2 ³		2 ³	0
Prestonpans	Edinburgh Waverley		2.13	23584003	380-4	1		0	0
Edinburgh Waverley	North Berwick		2.14	23584003	380-4	13		24	12
Haymarket	North Berwick		2.15	23584003	380-4	4		0	0
Glasgow Central	North Berwick		2.16	13564825 ²	380-4	2 ⁴		2 ⁴	0
Edinburgh Waverley	Dunbar ⁵		2.40	23584003	380-4	5		5	4 ⁶
Dunbar ⁵	Edinburgh Waverley		2.41	23584003	380-4	3		4	4 ⁶
Dunbar ⁵	Haymarket		2.48	23584003	380-4	1		0	0

1 Trains change TSC to 23564903 at Edinburgh Waverley and again to 13564825 at Carstairs.

2 Trains change TSC to 23564903 at Carstairs and again to 23584003 at Edinburgh Waverley.

3 In order to create through journeys, the Train Operator has Firm Rights to combine 2 SX & 2 SO Train Slots to Ayr contained in Service Group HA06, Service 573

4 In order to create through journeys, the Train Operator has Firm Rights to combine 1 SX & 1 SO Train Slot from Ayr contained in Service Group HA06, Service 573

5 Rights will include a right for the trains to run from Dunbar through to Berwick upon Tweed until Principal Change Date in December 2016 only. With effect from the PCD the right to run shall be a right to run to Dunbar only.

6 Rights will cease to apply after the Principal Change Date in December 2016 and quantum reverts to 0.

Table 2.1: Passenger Train Slots

1						2				
Service Group HA02: East Coast Locals										
Service 586 - Edinburgh – Tweedbank						Passenger Train Slots				
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak	Off-peak	Saturday	Sunday
Edinburgh Waverley	Tweedbank	Brunstane	2.19	23586003	158	29			29	15
Tweedbank	Edinburgh Waverley	Brunstane	2.21	23586003	158	29			29	15
Cowdenbeath	Tweedbank	Dunfermline	2.32	23587103 ¹	158	0			1	0
Glenrothes with Thornton	Tweedbank	Kirkcaldy		23587003 ¹	158	3				0
Glenrothes with Thornton	Tweedbank	Dunfermline	2.34	23587103 ¹	158	1			3	0
Tweedbank	Glenrothes with Thornton	Kirkcaldy		23586003 ²	158	4			4	0

1 Trains change TSC at Edinburgh Waverley to 23586003

2 Trains change TSC at Edinburgh Waverley to 23587003

Table 2.1: Passenger Train Slots

1						2				
Service Group HA02: East Coast Locals										
Service 5870 - Fife Outer Circle (Clockwise)						Passenger Train Slots				
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak	Off-peak	Saturday	Sunday
Edinburgh Waverley	Cowdenbeath	Dunfermline	2.24	23587003	158	9			9	0
Edinburgh Waverley	Glenrothes with Thornton	Dunfermline	2.25	23587003	158	16			18	11
Edinburgh Waverley	Perth	Dunfermline	2.26	23587003	158	1			1	1
Edinburgh Waverley	Cardenden	Dunfermline	2.45	23587003	158	1			0	0
Kirkcaldy	Edinburgh Waverley	Burntisland	2.27	23587003	158	2			1	1
Glenrothes with Thornton	Edinburgh Waverley	Kirkcaldy	2.28	23587003	158	20			20	11
Dundee	Edinburgh Waverley	Kirkcaldy	2.44	23587003	158	1			0	0

Table 2.1: Passenger Train Slots

1						2				
Service Group HA02: East Coast Locals										
Service 5871 - Fife Inner Circle (Anti clockwise)						Passenger Train Slots				
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak	Off-peak	Saturday	Sunday
Edinburgh Waverley	Inverkeithing		2.30	23587103	158	0			0	1
Edinburgh Waverley	Kirkcaldy	Burntisland	2.31	23587103	158	2			2	1
Glenrothes with Thornton	Edinburgh Waverley	Dunfermline		23587103	158	17			16	10
Cowdenbeath	Edinburgh Waverley	Dunfermline	2.32	23587103	158	6			6	0
Dunfermline Queen Margaret	Edinburgh Waverley	Dunfermline	2.33	23587103	158	1			0	0
Markinch	Edinburgh	Dunfermline	2.35	23587103	158	2			1	0
Perth	Edinburgh Waverley	Dunfermline	2.36	23587103	158	1			0	1
Kirkcaldy	Glasgow Queen Street	Burntisland and Falkirk Grahamston	2.37	23587103 ¹	158	1			0	0
Edinburgh	Glenrothes with Thornton	Burntisland	2.38	23587103	158	21			19	10

Glasgow Queen Street	Markinch	Kirkcaldy	2.39	23578903 ³	158	1			0	0
Cardenden	Edinburgh	Dunfermline		23587103	158	1			0	0

1 Trains change TSC at Falkirk Grahamston to 23578903

3 Trains change TSC at Falkirk Grahamston to 23587103

Table 2.1: Passenger Train Slots

1						2				
Service Group HA03 South West Rural Services										
Service 579 - South West Services						Passenger Train Slots				
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak	Off-peak	Saturday	Sunday
Glasgow Central	Stranraer	Kilmarnock	3.13	23579003	150	4	0	0	2	0
Kilmarnock	Stranraer		3.1	23579003	150	3	0	0	5	0
Stranraer	Glasgow Central	Kilmarnock	3.4	23579003	150	2	0	0	2	0
Glasgow Central	Carlisle	Kilmarnock	3.6	23579003	150	6	1	5	6	2
Glasgow Central	Newcastle	Kilmarnock	3.14	23579003 ¹	150	3	0	0	3	0
Glasgow Central	Dumfries	Kilmarnock	3.15	23579003	150	1	0	0	0	0
Dumfries	Newcastle		3.7	23579003 ¹	150	1	0	0	1	0
Dumfries	Carlisle		3.8	23579003	150	3	0	0	8	3
Dumfries	Glasgow Central	Kilmarnock	3.16	23579003	150	1	0	0	1	0
Carlisle	Dumfries		3.9	23579003	150	3	0	0	8	2
Newcastle	Glasgow Central	Kilmarnock	3.11	21793000 ²	150	3	0	0	3	0

Carlisle	Glasgow Central	Kilmarnock	3.12	23579003	150	5	0	0	5	2
Ayr	Stranraer			23579003	150	1	0	0	1	5
Stranraer	Kilmarnock			23579003	150	6	0	0	6	0

1 Trains change TSC to 21793000 at Carlisle

2 Trains change TSC to 23579003 at Carlisle

Table 2.1: Passenger Train Slots

1						2					
Service Group HA04: Highland Rural											
Service 543 - Inverness –Kyle of Lochalsh						Passenger Train Slots					
						Total weekday		Saturday		Sunday	
From	To	Via	Description	TSC	Timing Load	Winter	Summer	Winter	Summer	Winter	Summer
Inverness	Kyle of Lochalsh	Dingwall	4.2	23543003	158	4	4	4	4	1	2
Kyle of Lochalsh	Inverness	Dingwall	4.8	23543003	158	3	3	3	3	1	2
Kyle Of Lochalsh	Elgin		4.12	23543003 ¹	158	1	1	1	1	0	0

1 Changes service code at Inverness to 23547003

Table 2.1: Passenger Train Slots

1						2					
Service Group HA04: Highland Rural											
Service 542 - Inverness – Wick						Passenger Train Slots					
						Total weekday		Saturday		Sunday	
From	To	Via	Description	TSC	Timing Load	Winter	Summer	Winter	Summer	Winter	Summer
Inverness	Wick	Thurso	4.0	23542003	158	4	4	4	4	1	0
Inverness	Tain		4.1	23542003	158	1 ¹	1	2	2	3	3
Inverness	Invergordon		4.3	23542003	158	1	1	1	1	1	1
Inverness	Ardgay		4.4	23542003	158	1	1	1	1	0	0
Lairg	Inverness		4.5	23542003	158	1	1	1	1	0	0
Wick	Inverness	Thurso	4.6	23542003	158	4	4	4	4	1	1
Tain	Inverness		4.7	23542003	158	1	1	1	1	3	3
Ardgay	Inverness		4.9	23542003	158	2	2	2	2	0	0
Invergordon	Inverness		4.10	23542003	158	1	1	1	1	1	1
Inverness	Dingwall		4.13	23543003	158	1	1	1	1	0	0
Dingwall	Inverness		4.15	23543003	158	1	1	1	1	0	0

1 Quantum of 2 trains on Fridays

Table 2.1: Passenger Train Slot

1						2		
Service Group: HA04: Highland Rural								
Service description 545 - Glasgow – Oban/Fort William/Mallaig						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Total weekday	Saturday	Sunday
Glasgow Queen Street	Mallaig		4.16	23545003	150	3	3	1 (2) ¹
Glasgow Queen Street	Oban		4.17	23545003	150	6	6	3
Mallaig	Fort William		4.18	23545003	150	1	1	0 (1) ¹
Fort William	Mallaig		4.19	23545003	150	1	1	1
Mallaig	Glasgow Queen Street		4.20	23545003	150	3	3	1 (2) ¹
Oban	Glasgow Queen Street		4.21	23545003	150	6	6	3
Arrochar and Tarbet	Glasgow Queen Street		4.22	23545003	150	1	0	0
Edinburgh Waverley	Oban	Dalmuir	4.31	23545003	150	0	0	1
Oban	Edinburgh Waverley	Dalmuir	4.32	23545003	150	0	0	1
Dalmally	Oban			23545003	150	1 ²	0	0
Oban	Dalmally			23545003	150	1 ²	0	0

1 During the period of time between the last weekend in March and the last weekend in October in any calendar year the number of Passenger Train Slots applicable shall be as stated in brackets.

2 Local school days only

Table 2.1: Passenger Train Slots

1						2				
Service Group HA04: Highland Rural										
Service 547 – Aberdeen – Inverness						Passenger Train Slots				
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak	Off-peak	Saturday	Sunday
Aberdeen	Inverness	Keith	4.23	23547003	158	9			9	5
Aberdeen	Dyce		4.24	23547003	158	1			1	0
Aberdeen	Inverurie		4.25	23547003	158	5			3	6
Aberdeen	Huntly			23547003	158	1			0	0
Elgin	Inverness		4.26	23547003	158	2			2	0
Inverness	Aberdeen	Keith	4.27	23547003	158	10			10	4
Inverurie	Aberdeen		4.29	23547003	158	4			4	5
Dyce	Stonehaven		4.30	23547003	158	0			1	0
Huntly	Aberdeen			23547003	158	1			0	0
Inverurie	Stonehaven			23547003 ¹	158	1			0	0

1 Train Service Code changes to 23541003 at Aberdeen

Table 2.1: Passenger Train Slots

1						2						
Service Group HA06: Strathclyde Electric												
Service 560 – Glasgow North Electrics (Westbound)												
From	To	Via	Description	TSC	Timing Load	Total week-day	Peak	Off-peak	Saturday	Sunday	Xmas Sunday	26 th December
Edinburgh Waverley	Garscadden		6.0	13560015	75EMUA C	3	0	3	3	0	0	0
Edinburgh Waverley	Helensburgh Central	Yoker EWD, Singer Sun	6.1	13560015	75EMUA C	33	6	27	33	24	0	0
Edinburgh Waverley	Milngavie		6.2	13560015	75EMUA C	24	7	17	19	0	0	0
Edinburgh Waverley	Airdrie		6.28	13560015	75EMUA C	1	0	1	1	0	0	0
Edinburgh Waverley	Bathgate		6.29	13560015	75EMUA C	4	0	4	4	3	0	0
Bathgate	Helensburgh Central	Yoker EWD, Singer Sun	6.30	13560015	75EMUA C	2	0	2	2	1	0	30
Bathgate	Milngavie		6.31	13560015	75EMUA C	0	0	0	1	0	0	0
Bathgate	Balloch	Singer	6.32	13560015	75EMUA C	1	0	1	1	0	0	0

1						2						
Service Group HA06: Strathclyde Electric												
Service 560 – Glasgow North Electrics (Westbound)												
From	To	Via	Description	TSC	Timing Load	Total week-day	Peak	Off-peak	Saturday	Sunday	Xmas Sundays	26 th December
Airdrie	Balloch	Singer	6.3	13560015	75EMUA C	25	4	21	20	0	0	20
Airdrie	Helensburgh Central	Singer	6.4	13560015	75EMUA C	1	1	0	0	6	31	0
Airdrie	Dalmuir	Singer	6.5	13560015	75EMUA C	0	0	0	0	17	18	0
Cumbernauld	Balloch	Singer	6.6	13561015 ₁	75EMUA C	11 (+1 FO)	1	10	14	0	0	8
Springburn	Dalmuir	Yoker	6.7	13560015	75EMUA C	2	2	0	0	0	18	29
Cumbernauld	Dalmuir	Yoker		13561015 ₁	75EMUA C	21	4	17	18			
Edinburgh	Dalmuir			13560015	75EMUA C	0	0	0	0	1	0	0
Springburn	Balloch			13560015	75EMUA C	0	0	0	0	1	0	0
Cumbernauld	Garscadden		6.8	13561015 ₁	75EMUA C	3	1	2	3	0	0	0
Bellgrove	Helensburgh Central		6.9	13560015	75EMUA C	1	1	0	0	0	0	0

1						2						
Service Group HA06: Strathclyde Electric												
Service 560 – Glasgow North Electrics (Westbound)												
From	To	Via	Description	TSC	Timing Load	Total week-day	Peak	Off-peak	Saturday	Sunday	Xmas Sundays	26 th December
Dalmuir	Helensburgh Central		6.10	13560015	75EMUA C	1	0	1	1	0	0	0
Cumbernauld	Partick	Springburn		13561015 ¹	75EMUA C	0	0	0	0	15	0	0
Yoker	Balloch			13561015	75EMUA C	0	0	0	0	1	0	0

1 Change of Train Service Code at Springburn to 13560015

Table 2.1 : Passenger Train Slots

1												
Service Group HA06: Strathclyde Electrics												
Service 560 – Glasgow North Electrics (Eastbound)												
From	To	Via	Description	TSC	Timing Load	Total week-day	Peak	Off-peak	Saturday	Sunday	Xmas Sunday	26 th December
Garscadden	Edinburgh Waverley		6.12	13560015	75EMUA C	2	0	2	2	0	0	0
Helensburgh Central	Edinburgh Waverley	Yoker EWD, Singer Sun	6.13	13560015	75EMUA C	31	5	26	32	24	0	0
Milngavie	Edinburgh Waverley		6.14	13560015	75EMUA C	23	5	18	19	0	0	0
Partick	Edinburgh Waverley		6.15	13560015	75EMUA C	0	0	0	4	0	0	0
Hyndland	Edinburgh Waverley		6.16	13560015	75EMUA C	1	0	1	0	0	0	0
Balloch	Edinburgh Waverley	Singer	6.17	13560015	75EMUA C	1	1	0	0	0	0	0
Dalmuir	Edinburgh Waverley	Yoker	6.18	13560015	75EMUA C	1	0	1	0	1	0	0
Bathgate	Edinburgh Waverley		6.33	13560015	75EMUA C	2	0	2	2	1	0	0

1												
Service Group HA06: Strathclyde Electrics												
Service 560 – Glasgow North Electrics (Eastbound)												
From	To	Via	Description	TSC	Timing Load	Total week-day	Peak	Off-peak	Saturday	Sunday	Xmas Sunday	26 th December
Helensburgh Central	Bathgate	Yoker EWD, Singers Sun	6.34	13560015	75EMUAC	2	0	2	2	1	0	29
Balloch	Yoker			13560015	75EMUAC	0	0	0	0	2	0	0
Balloch	Airdrie	Singer	6.19	13560015	75EMUAC	21	4	17	20	0	0	20
Helensburgh Central	Airdrie	Singer	6.20	13560015	75EMUAC	3	2	1	1	5	30	0
Dalmuir	Airdrie	Singer	6.21	13560015	75EMUAC	1	0	1	0	0	18	0
Balloch	Springburn	Singer	6.22	13560015	75EMUAC	2	1	1	1	0	0	0
Balloch	Cumbernauld	Singer		13560015 ¹	75EMUAC	10 (+1 FO)	0	10	13	0	0	8
Dalmuir	Springburn	Yoker EWD, Singers Sun	6.23	13560015	75EMUAC	1	1	0	0	0	18	29

1												
Service Group HA06: Strathclyde Electrics												
Service 560 – Glasgow North Electrics (Eastbound)												
From	To	Via	Description	TSC	Timing Load	Total week-day	Peak	Off-peak	Saturday	Sunday	Xmas Sunday	26 th December
Dalmuir	Cumbernauld	Yoker EWD, Singersun		13560015 ₁	75EMUA C	21	5	16	21	0	0	0
Garscadden	Cumbernauld		6.24	13560015 ₁	75EMUA C	3	0	3	1	0	0	0
Balloch	Dalmuir		6.25	13560015	75EMUA C	1	0	1	1	0	0	0
Helensburgh Central	Dalmuir		6.26	13560015	75EMUA C	0	0	0	0	1	0	0
Helensburgh Central	Glasgow High St	Singers	6.27	13560015	75EMUA C	1	1	0	0	0	0	0
Charing Cross	Cumbernauld			13560015 ₁	75EMUA C	1	1	0	0	0	0	0
Partick	Cumbernauld			13560015 ₁	75EMUA C	0	0	0	0	16	0	0
Milngavie	Springburn			13560015	75EMUA C	1	1	0	0	0	0	0

1 Change of Train Service Code at Springburn to 13560015

Table 2.1: Passenger Train Slots

1						2					
Service Group HA06: Strathclyde Electric											
Service 562 – Glasgow Suburban Electrics South						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak	Off-peak	Saturday	Sunday	26 th December
Glasgow Central	Glasgow Central	Maxwell Park, Queens Park	6.37 Inner circle – anti clockwise	13562015	75EMUAC	21	5	16	17	0	0
Glasgow Central	Glasgow Central	Queens Park Maxwell Park	6.38 Outer circle – clockwise	13562015	75EMUAC	19	5	14	15	0	0
Glasgow Central	Neilston	Queens Park	6.39	13562015	75EMUAC	40	5	35	36	30	31
Glasgow Central	Newton	Maxwell Park	6.40	13562015	75EMUAC	16 (+1 FO)	2	14	17	15	15
Glasgow Central	Newton	Queens Park	6.41	13562015	75EMUAC	22	2	20	18	15	15
Neilston	Glasgow Central	Queens Park	6.42	13562015	75EMUAC	40	6	34	35	30	30
Newton	Glasgow Central	Maxwell Park	6.43	13562015	75EMUAC	19	2	17	18	15	15
Newton	Glasgow Central	Queens Park	6.44	13562015	75EMUAC	18	2	16	17	14	14

Table 2.1: Passenger Train Slots

1						2					
Service Group HA06: Strathclyde Electric											
Service 563 – Argyle Line (Westbound)											
From	To	Via	Description	TSC	Timing Load	Total week-day	Peak	Off-peak	Saturday	Sunday	26 th December
Cumbernauld	Garscadden	Blantyre	6.46	13572015 ¹	75EMUAC	1	0	1	1	0	0
Lanark	Glasgow Central	Wishaw, Shieldmuir, Bellshill	6.49	23563015	75EMUAC	34	8	26	34	13	17
Motherwell	Milngavie	Blantyre	6.52	23563015	75EMUAC	0	0	0		29	
Motherwell	Glasgow Central	Bellshill	6.119	23563015	75EMUAC	0	0	0	0	17	0
Larkhall	Dalmuir	Blantyre, Singer	6.54	23563015	75EMUAC	34 (+1 FO)	8	26	34	0	17
Cumbernauld	Dalmuir	Blantyre, Yoker	6.55	13572015 ¹	75EMUAC	16	4	12	16	0	8
Larkhall	Garscadden	Blantyre	6.56	23563015	75EMUAC	1	0	1	1	1	1
Larkhall	Balloch	Blantyre, Yoker	6.57	23563015	75EMUAC	0	0	0	0	14	0
Motherwell	Dalmuir	Blantyre, Yoker	6.59	23563015	75EMUAC	17	4	13	18	0	9
Carstairs	Anderston	Shieldmuir, Bellshill		23560015	75EMUAC	1	0	1	0	0	0

Lanark	Motherwell			23560015	75EMUAC	2	0	2	2	1	2
Motherwell	Garscadden	Blantyre	6.61	23563015	75EMUAC	0	0	0	0	1	0
Whifflet	Milngavie	Carmyle	6.62	23563015	75EMUAC	17	4	13	17	0	13
Motherwell	Milngavie	Carmyle	6.112	23563015	75EMUAC	18 (+1 FO)	4	14	17	0	13
Motherwell	Balloch	Carmyle, Yoker	6.114	23563015	75EMUAC	0	0	0	0	15	0
Carstairs	Garscadden	Wishaw, Holytown, Bellshill	6.109	23563015	75EMUAC	1	1	0	0	0	0
Carstairs	Motherwell	Wishaw, Shieldmuir	6.115	23563015	75EMUAC	1	0	1	0	0	0
Carstairs	Glasgow Central	Wishaw, Shieldmuir	6.115	23563015	75EMUAC	1	0	1	1	0	0
Yoker	Balloch			23563015	75EMUAC					2	

1 Change of service code at Motherwell to 23563015

Table 2.1: Passenger Train Slots

1						2					
Service Group HA06 Strathclyde											
Service 563 – Argyle Line (Eastbound)											
From	To	Via	Description	TSC	Timing Load	Total week-day	Peak	Off-peak	Saturday	Sunday	26 th December
Anderston	Carstairs	Bellshill, Holytown, Shieldmuir	6.64	23563015	75EMUAC	1	0	1	0	0	0
Anderston	Carstairs	Bellshill, Motherwell, Wishaw	6.65	23563015	75EMUAC	1	0	1	0	0	0
Balloch	Yoker			23563015	75EMUAC	0	0	0	0	2	
Balloch	Larkhall	Yoker Blantyre,	6.66	23563015	75EMUAC	0	0	0	0	14	0
Balloch	Motherwell	Yoker, Whifflet	6.67	23563015	75EMUAC	0	0	0	0	15	0
Dalmuir	Larkhall	Yoker, Blantyre	6.73	23563015	75EMUAC	34 (+1 FO)	8	26	34	1	16
Dalmuir	Motherwell	Singer, Carmyle	6.74	23563015	75EMUAC	19 (+1 FO)	5	14	19	0	10
Dalmuir	Whifflet	Singer, Carmyle	6.75	23563015	75EMUAC	16	12	4	16	1	10
Garscadden	Motherwell	Blantyre	6.76	23563015	75EMUAC	1					0

1						2					
Service Group HA06 Strathclyde											
Service 563 – Argyle Line (Eastbound)											
From	To	Via	Description	TSC	Timing Load	Total week-day	Peak	Off-peak	Saturday	Sunday	26 th December
Garscadden	Larkhall	Blantyre	6.77	23563015	75EMUAC	1	0	1	1	0	0
Hyndland	Motherwell	Blantyre	6.79	23563015	75EMUAC	0	0	0	0	1	1
Milngavie	Motherwell	WCML	6.80	23563015	75EMUAC	0	0	0	1	1	0
Glasgow Central	Lanark	Bellshill, Shieldmuir, Wishaw	6.81	23563015	75EMUAC	34 (+1 FO)	8	26	33	14	16
Milngavie	Cumbernauld	Blantyre	6.117	23563015 ¹	75EMUAC	16	4	12	16	0	14
Glasgow Central	Motherwell	Bellshill	6.83	23563015	75EMUAC	1 (-1 FO)	0	1	2	16	1
Milngavie	Motherwell	Blantyre	6.84	23563015	75EMUAC	17 (+1 FO)	4	5	17	28	14
Milngavie	Motherwell	Bellshill	6.85	23563015	75EMUAC	1	0	1	0	0	0
Motherwell	Carstairs	Shieldmuir, Wishaw	6.86	23563015	75EMUAC	2	0	2	0	0	0

1						2					
Service Group HA06 Strathclyde											
Service 563 – Argyle Line (Eastbound)											
From	To	Via	Description	TSC	Timing Load	Total week-day	Peak	Off-peak	Saturday	Sunday	26th December
Motherwell	Cumbernauld		6.89	13572015	75EMUAC	2	0	2	2	0	2
Motherwell	Lanark	Shieldmuir, Wishaw	6.90	23563015	75EMUAC	3	0	3	3	0	3

²Change of service code at Motherwell to 13572015

Table 2.1: Passenger Train Slots

1						2						
Service Group HA06: Strathclyde Electrics												
Service 569 – Glasgow – Gourock/Wemyss Bay						Passenger Train Slots						
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak	Off-Peak	Saturday	Sunday	Xmas Sundays	26th December
Glasgow Central	Gourock	Paisley	6.93 Slow	13569815	314	31	3	28	31	17	27	27
Glasgow Central	Gourock	Paisley	6.93 Fast	13569815	314	26	3	23	27	0	0	17
Glasgow Central	Wemyss Bay	Paisley	6.94	13569815	314	20	3	17	19	14	14	17
Gourock	Glasgow Central	Paisley	6.95 Slow	13569815	314	36	5	31	34	15	25	28
Gourock	Glasgow Central	Paisley	6.95 Fast	13569815	314	21	0	21	21	0	0	14
Wemyss Bay	Glasgow Central	Paisley	6.96	13569815	314	19	2	17	19	13	13	17

Table 2.1: Passenger Train Slots

1						2							
Service Group HA06: Strathclyde Electrics													
Service 571 – Glasgow – Ardrossan – Largs						Passenger Train Slots							
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak	Off-peak	Saturday	Sunday	Summer Sundays ¹	Xmas Sundays	26 th December
Glasgow Central	Ardrossan Town		6.98	13571015	380-4	3	1	2	1	0	0	0	10
Glasgow Central	Ardrossan Harbour		6.99	13571015	380-4	16	1	15	16	3	4 ²	4	5
Glasgow Central	Largs		6.100	13571015	380-4	19	2	17	19	14	14	14	17
Largs	Glasgow Central		6.101	13571015	380-4	18	3	15	17	15	15	15	16
Ardrossan Harbour	Glasgow Central		6.102	13571015	380-4	17	1	16	17	4	4	4	5
Ardrossan Town	Glasgow Central		6.103	13571015	380-4	1	0	1	0	0	0	0	10
Ardrossan South Beach	Glasgow Central		6.104	13571015	380-4	0	0	0	0	0	0	0	1

¹ Summer Sundays mean the period of time between the third weekend in May and the last weekend in September

2 Summer Sundays for the Ardrossan Harbour service means the period of operation of the additional Brodick sailing but shall not start before 15th March or end after 31st October in any calendar year

Table 2.1: Passenger Train Slots

1						2							
Service Group HA06: Strathclyde Electric													
Service 573 – Glasgow – Ayr						Passenger Train Slots							
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak	Off-peak	Saturday	Summer Sundays ¹	Winter Sundays	Xmas Sundays	26 th December
Glasgow Central	Ayr	Paisley Gilmour Street	6.105	13573015	380-4	59 ²	7	52	58 ²	25	25	25	32
Ayr	Glasgow Central	Paisley Gilmour Street	6.106	13573015	380-4	59 ³	5	54	54 ³	26	26	26	31
Glasgow Central	Irvine			13573015	380-4	1	0	1	0	0	0	0	0
Irvine	Glasgow Central			13573015	380-4	1	0	1	0	0	0	0	0
Kilwinning	Glasgow Central			13573015	380-4	1	1	0	0	0	0	0	0

1 Summer Sundays means the period of time between the third weekend in May and the last weekend in September.

2 In order to create through journeys, the Train Operator has Firm Rights to combine 5 SX / 6 SO Train Slots with 3 SX / 4 SO Train Slots from Edinburgh Waverley and 2 SX / 2 SO Train Slots from North Berwick contained in Service Group HA07, Service 564 and Service Group HA02, Service 584

3 In order to create through journeys, the Train Operator has Firm Rights to combine 5 SX / 5 SO Train Slots with 4 SX / 4 SO Train Slots to Edinburgh Waverley and 1 SX / 1 SO Train Slots to North Berwick contained in Service Group HA07, Service 564 and Service Group HA02, Service 584

Table 2.1: Passenger Train Slots

1						2					
Service Group HA07: Strathclyde Diesels											
Service 561 – Glasgow – Cumbernauld – Falkirk Grahamston						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak	Off-peak	Saturday	Sunday	Xmas Sundays
Glasgow Queen Street	Cumbernauld	Stepps	7.0	13561015	150	1	0	0	1	0	21
Glasgow Queen Street	Falkirk Grahamston	Stepps	7.1	13561015 ¹	150	19	0	0	19	0	0
Falkirk Grahamston	Glasgow Queen Street	Stepps	7.2	23578903 ²	150	19	0	0	19	0	0
Cumbernauld	Glasgow Queen Street	Stepps	7.3	13561015	150	0	0	0	0	0	21

1 Trains change TSC at Cumbernauld to 23578903

2 Trains change TSC at Cumbernauld to 13561015

Table 2.1: Passenger Train Slots

1						2				
Service Group HA07: Strathclyde Diesels										
Service 564 – Edinburgh – Shotts – Glasgow Central						Passenger Train Slots				
From	To	Via	Description	TSC	Timing Load	Total weekday	Saturday	Sunday	26 th December	Xmas Sundays
Edinburgh Waverley	Glasgow Central	Shotts	7.43 Slow	23564903 13564825	150	15	15	6	0	0
Edinburgh Waverley	Glasgow Central	Shotts	7.43 Fast	23564903 13564825	150	13	13	0	0	0
Edinburgh	Motherwell		7.44	23564903	150	1	1	0	0	0
Glasgow Central	Edinburgh Waverley	Shotts	7.45 Slow	23564903 13564825	150	16	18	6	0	0
Glasgow Central	Edinburgh Waverley	Shotts	7.45 Fast	23564903 13564825	150	13	12	0	0	0
Shotts	Glasgow Central	Bellshill	7.47	13564825	150	0	0	0	10	10
Glasgow Central	Shotts	Bellshill	7.48	13564825	150	0	0	0	10	10
Edinburgh Waverley	Glasgow Central	Carstairs, Wishaw	7.49	23564903	150	5 ²	5 ²	0	0	0
Glasgow Central	Edinburgh Waverley	Wishaw, Carstairs	7.50	23564903	150	5 ³	4 ³	0	0	0
Motherwell	Edinburgh	Shotts	7.51	13564825	150	1	1	0	0	0

Newcraighall	Motherwell	Carstairs / Shotts	7.52	23586003 ¹	150	1	1	0	0	0
Newcraighall	Glasgow	Shotts	7.53	23586003 ¹	150	1	0	0	0	0

1 Trains change TSC at Edinburgh Waverley to 13564825

2 In order to create through journeys, the Train Operator has Firm Rights to combine 3 SX & 4 SO Train Slots to Ayr contained in Service Group HA06, Service 573

3 In order to create through journeys, the Train Operator has Firm Rights to combine 4 SX & 4 SO Train Slots from Ayr contained in Service Group HA06, Service 573

Table 2.1: Passenger Train Slots

1						2				
Service Group HA07: Strathclyde Diesels										
Service 565 – Glasgow – Paisley Canal						Passenger Train Slots				
From	To	Via	Description	TSC	Timing Load	Total weekday	Saturday	Sunday	Xmas Sundays	26th December
Glasgow Central	Paisley Canal		7.4	13565015	314	35	36	10	9	26
Paisley Canal	Glasgow Central		7.5	13565015	314	34	36	10	9	25

Table 2.1: Passenger Train Slots

1						2					
Service Group HA07: Strathclyde Diesels											
Service 567 – Glasgow – East Kilbride						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak¹	Off-peak	Saturday	Sunday	26th December
Glasgow Central	East Kilbride		7.8	13567015	150	38	5	32	36	30	27
Glasgow Central	Busby		7.9	135767015	150	1	1	0	0	0	0
East Kilbride	Glasgow Central		7.10	135767015	150	38	5	33	34	31	27
Busby	Glasgow Central		7.11	135767015	150	1	1	0	0	0	0

1 Peak services arriving Glasgow Central High Level between 0745 and 0915 and departing Glasgow Central High Level between 1630 and 1800 Monday to Friday

Table 2.1: Passenger Train Slots

1						2						
Service Group HA07: Strathclyde Diesels												
Service 568 – Glasgow – Barrhead – Kilmarnock						Passenger Train Slots						
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak ¹	Off-peak	Saturday	Sunday	Xmas Sundays	26 th December
Glasgow Central	Barrhead		7.12	13568015	150	25	3	22	24	0	10	15
Glasgow Central	Kilmarnock		7.13	13568015	150	19 (+1 FO)	1	18 (+1 FO)	21	11	11	16
Barrhead	Glasgow Central		7.14	13568015	150	25	3	22	24	0	10	15
Kilmarnock	Glasgow Central		7.15	13568015	150	24	2	22	24	11	11	15

1 Peak services arriving Glasgow Central High Level between 0745 and 0915 Monday to Friday and departing Glasgow Central High Level between 1630 and 1800 Monday to Friday

Table 2.1: Passenger Train Slots

1						2					
Service Group HA07: Strathclyde Diesels											
Service 574 – Glasgow – Anniesland/Garelochhead						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak	Off-peak	Saturday	Sunday	Xmas Sundays
Glasgow Queen Street	Anniesland	Maryhill	7.18	13574515	150	35 (+1 FO)	0	0	35	10	10
Anniesland	Glasgow Queen Street	Maryhill	7.19	13574515	150	35	0	0	35	10	10

Table 2.1: Passenger Train Slots

1						2					
Service Group HA07 – Strathclyde Diesels											
Service 575 – Glasgow – Croy – Dunblane – Perth (Southbound)						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak	Off-peak	Saturday	Sunday	Xmas Sundays
Croy	Glasgow Queen Street		7.20	13575825	158	0	0	0	0	0	12
Stirling	Glasgow Queen Street	Croy	7.21	23575903 ¹	158	1	0	0	0	0	0
Perth	Glasgow Queen Street	Croy	7.22	23575903 ¹	158	3	0	0	1	0	0
Alloa	Glasgow Queen Street	Croy	7.23	23575903 ¹	158	18	0	0	18	13	0
Dunblane	Glasgow Queen Street	Croy	7.24	23575903 ¹	158	15	0	0	18	0	0
Alloa	Stirling		7.40	23575903	158	1	0	0	1	0	0
Lenzie	Glasgow Queen Street		7.41	13575825	158	1	0	0	0	0	0

1 Trains change TSC at Croy to 13575825

Table 2.1: Passenger Train Slots

1						2					
Service Group HA07: Strathclyde Diesels											
Service 575 – Glasgow – Croy – Dunblane – Perth (Northbound)						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak	Off-peak	Saturday	Sunday	Xmas Sundays
Glasgow Queen Street	Lenzie		7.25	13575825	158	2	0	0	0	0	0
Glasgow Queen Street	Croy		7.26	13575825	158	0	0	0	0	0	12
Glasgow Queen Street	Falkirk Grahamston	Croy	7.27	23578903	158	1	0	0	0	0	0
Glasgow Queen Street	Dunblane	Croy	7.29	13575825 ¹	158	16	0	0	16	0	0
Glasgow Queen Street	Perth	Croy	7.30	23575903	158	1	0	0	2	0	0
Glasgow Queen Street	Alloa	Croy	7.31	13575825 ¹	158	18	0	0	18	13	0
Stirling	Dunblane		7.32	23575903	158	0	0	0	1	0	0

Table 2.1: Passenger Train Slots

1						2				
Service Group HA07: Strathclyde Diesels										
Service 577 – Girvan – Kilmarnock						Passenger Train Slots				
From	To	Via	Description	TSC	Timing Load	Total weekday	Peak ²	Off-peak	Saturday	Xmas Sundays
Kilmarnock	Girvan		7.33	13577015	150	2	0	0	1	0
Girvan	Kilmarnock		7.35	13577015	150	2	0	0	2	0
Glasgow Central	Girvan	Kilmarnock	7.36	13568015 ¹	150	1	1	0	2	0
Ayr	Girvan		7.39	13577015	150	8	0	0	8	0
Girvan	Ayr			13577015	150	9	0	0	9	0

1 Trains change TSC to 13568015 at Kilmarnock

2 Peak services arriving Glasgow Central High Level between 0745 and 0915 Mondays to Fridays and departing Glasgow Central High Level between 1630 and 1800 Mondays to Fridays.

Passenger Train Slots

- 2.1 The Train Operator has Firm Rights to the number of Passenger Train Slots in the Working Timetable in respect of a Service Group as listed against each Service specified in Table 2.1 on the Days and within the Peak and Off-Peak times so listed using any Specified Equipment included in paragraph 5.1.(a) that is capable of achieving the Timing Load shown. If the Train Operator makes an Access Proposal, or relies on a Rolled Over Access Proposal, to operate any of the Services specified in Table 2.1 using Specified Equipment that is not capable of achieving the Timing Load shown, then the rights will be treated as Contingent Rights for the purposes of Part D of the Network Code.
- 2.2 Not Used
- 2.3 In order to provide through Services the Train Operator has:
 - (a) Firm Rights to combine Passenger Train Slots at Aberdeen, Ayr, Carlisle, Carstairs, Crianlarich, Dundee, Edinburgh Waverley, Elgin, Fort William, Glasgow Queen Street High Level, Inverness, Kilmarnock and Perth; and
 - (b) Not Used

Table 2.2: Additional Passenger Train Slots

1					2				
Service Group HA02: East Coast Locals									
Service 584 – North Berwick – Edinburgh – Glasgow					Passenger Train Slots				
From	To	Via	Description	TSC	Total weekday	Peak	Off-peak	Saturday	Sunday
Edinburgh Waverley	Dunbar		2.40	23584003	4	0	0	0	0
Dunbar	Edinburgh Waverley		2.41	23584003	3	0	0	0	0

Table 2.2: Additional Passenger Train Slots

1					2				
Service Group HA06: Strathclyde Electrics									
Service 560 – Glasgow North Electrics (Westbound)					Passenger Train Slots				
From	To	Via	Description	TSC	Total weekday	Peak	Off-peak	Saturday	Sunday
Blairhill	Garrowhill		6.120	13560015	1 ¹			0	0

1 School Term Dates Mon – Fri Only

Table 2.2: Additional Passenger Train Slots

1					2				
Service Group HA06: Glasgow Electric									
Service 562 – Glasgow Suburban Electric South					Passenger Train Slots				
From	To	Via	Description	TSC	Total weekday	Peak	Off-peak	Saturday	Sunday
Crosshill	Glasgow Central		6.121	13562015	1 ¹			0	0

1 School Term Dates Wed – Fri Only

Additional Passenger Train Slots

- 2.4 The Train Operator has Contingent Rights to additional Passenger Train Slots in the Working Timetable in respect of a Service Group up to the number listed against each Service specified in Table 2.2 and on the Days so listed.
- 2.5 A Contingent Right for an additional Passenger Train Slot under paragraph 2.4 includes:
- (a) a Contingent right to call at any station listed in Table 4.1;
 - (b) a Contingent Right to have Scheduled part only of the Passenger Train Slot in question; and
 - (c) a Contingent Right to combine Passenger Train Slots to provide a through Service.

Ancillary Movements

- 2.6 The Train Operator has Firm Rights to make Ancillary Movements of Specified Equipment to the extent necessary or reasonably required to give full effect to the other Firm Rights of the Train Operator, including:
- (a) movements for the purpose of maintenance of rolling stock to and from maintenance depots;
 - (b) movements for driver training purposes; and
 - (c) empty stock movements.
- 2.7 For the purpose of paragraph 2.6, Ancillary Movements shall not include movements of rolling stock for the purpose of testing or driver training to the extent that:
- (a) the rolling stock concerned has not achieved vehicle and route acceptance necessary for its use in the carriage of passengers on the route in question; or
 - (b) where the route in question is not used by the Train Operator for carriage of passengers, the rolling stock concerned has not achieved vehicle and route acceptance necessary to operate on the route without passengers on board.

Relief Passenger Train Slots

- 2.8 The Train Operator has Contingent Rights to relief Passenger Train Slots for special or seasonal events, whenever the Train Operator believes (acting in a reasonable and proper manner) that a relief Passenger Train Slot is necessary to accommodate anticipated customer demand. These Contingent Rights are subject to:
- (a) the relief Passenger Train Slot being additional to a Service for which the Train Operator has access rights in table 2.1 or 2.2; and
 - (b) each relief Passenger Train Slot being allocated the relevant Train Service Code as shown in Schedule 7, Appendix 7C.

- 2.9 Save by prior agreement with Network Rail, the Train Operator shall not be entitled to operate Services on 25 December or 1 January in any year.
- 2.10 The Train Operator shall be entitled to operate Services on 26 December as specified in the relevant Tables to Service Groups HA06 and HA07.
- 2.11 Subject to paragraph 2.9 the Train Operator shall be entitled to operate those Services listed in Service Group HA06 on Glasgow Public Holidays as noted in the footnotes to Table 2.1.
- 2.12 The exercise of a Stabling right shall not count against the number of Passenger Train Slots listed in Table 2.1.

3 Intervals - Not Used

4 Calling Patterns

Table 4.1: Calling Patterns

1					2	3
Service Group HA01: Express						
Service 540 – Glasgow – Aberdeen						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Glasgow Queen Street	Aberdeen	Stirling	1.0, 1.2	23540003	Stirling, Perth, Dundee, Carnoustie ¹ , Arbroath, Montrose, Laurencekirk ²	Lenzie, Larbert, Dunblane, Gleneagles, Invergowrie, Broughty Ferry, Monifieth, Stonehaven, Portlethen

1 The Train Operator has Firm Rights to call at this station only on 8 occasions in each direction on each Weekday

2 The Train Operator has Firm Rights to call at this station only on 6 occasions northbound and on 2 occasions southbound on each Weekday

Table 4.1: Calling Patterns

1					2	3
Service Group HA01: Express						
Service 541 – Edinburgh – Aberdeen						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Edinburgh Waverley	Aberdeen	Leuchars	1.7,1.10	23541003	Haymarket, Kirkcaldy, Markinch, Cupar, Leuchars, Dundee, Arbroath, Stonehaven	Inverkeithing, Ladybank, Springfield, Broughty Ferry, Balmossie, Monifieth, Barry Links, Golf Sreet, Carnoustie, Montrose, Laurencirk, Portlethen
Edinburgh Waverley	Dundee	Kirkcaldy, Leuchars	1.8	23541003	Haymarket, Dalmeny, Inverkeithing, Dalgety Bay, Aberdour, Burntisland, Kinghorn, Kirkcaldy, Markinch, Ladybank, Cupar, Leuchars	South Gyle, North Queensferry, Springfield
Edinburgh Waverley	Carnoustie	Kirkcaldy, Leuchars	1.9	23541003	Haymarket, South Gyle, Dalmeny, North Queensferry, Inverkeithing, Dalgety Bay, Aberdour, Burntisland, Kinghorn, Kirkcaldy, Markinch, Ladybank, Springfield, Cupar, Leuchars, Dundee, Broughty Ferry, Balmossie, Monifieth, Barry Links, Golf Street	
Dundee	Edinburgh Waverley	Leuchars, Kirkcaldy	1.11	23541003	Leuchars, Cupar, Ladybank, Markinch, Kirkcaldy, Inverkeithing, Haymarket	Springfield, Kinghorn, Burntisland, Aberdour, Dalgety Bay, North Queensferry, Dalmeny, South Gyle

Table 4.1 Calling Patterns

1					2	3
Service Group HA01: Express						
Service 548 – Edinburgh – Glasgow						
Between	From	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Edinburgh Waverley	Glasgow Queen Street	Falkirk High	1.20, 1.201	23548003	Haymarket, Falkirk High, Linlithgow and Polmont	Lenzie, Bishopbriggs, Croy
Edinburgh Waverley	Glasgow Queen Street	Falkirk High	1.21, 1.211	23548003	Haymarket, Falkirk High and Croy	Lenzie, Bishopbriggs, Polmont, Linlithgow

Table 4.1: Calling Patterns

1					2	3
Service Group HA01: Express						
Service 549 – Glasgow – Perth – Inverness						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Glasgow Queen Street	Inverness	Stirling, Aviemore	1.22, 1.25	23549003	Stirling, Dunblane, Gleneagles Perth, Dunkeld & Birnam, Pitlochry, Blair Atholl, Newtonmore, Kingussie Aviemore, Carrbridge,	Larbert, Dalwhinnie,

Table 4.1: Calling Patterns

1					2	3
Service Group HA01: Express						
Service 549 – Edinburgh – Perth – Inverness						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Edinburgh Waverley	Inverness	Kirkcaldy, Aviemore	1.27	23549003	Haymarket, Inverkeithing, Kirkcaldy, Perth, Dunkeld & Birnam, Pitlochry, Kingussie, Aviemore	Markinch, Ladybank, Blair Atholl, Dalwhinnie, Newtonmore, Carrbridge
Inverness	Edinburgh Waverley	Aviemore, Kirkcaldy	1.29	23549003	Aviemore, Kingussie, Pitlochry, Dunkeld & Birnam, Perth, Kirkcaldy, Haymarket	Carrbridge, Newtonmore Dalwhinnie, Blair Atholl, Markinch Ladybank, Inverkeithing

Table 4.1: Calling Patterns

1					2	3
Service Group HA02: East Coast Locals						
Service 576 - Edinburgh – Dunblane – Perth						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Edinburgh Waverley	Dunblane	Falkirk Grahamston	2.5, 2.7	23576003	Haymarket, Edinburgh Park, Linlithgow, Polmont, Falkirk Grahamston, Camelon, Larbert, Stirling, Bridge of Allan	
Edinburgh Waverley	Perth	Falkirk Grahamston	2.6, 2.8	23576003	Haymarket, Edinburgh Park, Linlithgow, Polmont, Falkirk Grahamston, Camelon, Larbert, Stirling, Bridge of Allan, Dunblane, Gleneagles	
Edinburgh Waverley	Stirling	Falkirk Grahamston	2.9	23576003	Haymarket, Edinburgh Park, Linlithgow, Polmont, Falkirk Grahamston, Larbert	

Table 4.1: Calling Patterns

1					2	3
Service Group HA02: East Coast Locals						
Service 584 - North Berwick – Edinburgh – Glasgow						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
North Berwick	Edinburgh Waverley		2.10, 2.13, 2.14	23584003	Drem, Longniddry, Prestonpans, Wallyford, Musselburgh	
North Berwick	Glasgow Central	Carstairs	2.11, 2.12, 2.15, 2.16	23584003 ¹	Drem, Longniddry, Prestonpans, Wallyford, Musselburgh, Edinburgh Waverley, Haymarket, Kirknewton, Carstairs, Carluke, Motherwell	Slateford, Kingsknowe, Wester Hailes, Curriehill, Wishaw
Dunbar ³	Edinburgh		2.46, 2.47	23584003	Drem, Musselburgh	

1 Trains change TSC to 23564903 at Edinburgh Waverley and again to 13564825 at Carstairs

2 Trains change TSC to 23564903 at Carstairs and again to 23584003 at Edinburgh Waverley

3 Rights will include Berwick upon Tweed until Principal Change Date December 2016 only.

Table 4.1: Calling Patterns

1					2	3
Service Group HA02: East Coast Locals						
Service 586 - Edinburgh – Tweedbank						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Edinburgh Waverley	Tweedbank	Brunstane	2.19, 2.21	23586003	Brunstane, Newcraighall, Shawfair, Eskbank, Newtongrange, Gorebridge, Stow, Galashiels, Tweedbank	

Table 4.1: Calling Patterns

1					2	3
Service Group HA02: East Coast Locals						
Service 5870 - Fife Outer Circle (Clockwise)						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Edinburgh Waverley	Edinburgh Waverley	Dunfermline, Burntisland	2.23	23587003	Haymarket, South Gyle, Dalmeny, North Queensferry, Inverkeithing, Rosyth, Dunfermline Town, Dunfermline Queen Margaret, Cowdenbeath, Lochgelly, Cardenden, Glenrothes with Thornton, Kirkcaldy, Kinghorn, Burntisland, Aberdour, Dalgety Bay, Inverkeithing, North Queensferry, Dalmeny, South Gyle, Haymarket	
Edinburgh Waverley	Cowdenbeath	Dunfermline	2.24	23587003	Haymarket, South Gyle, Dalmeny, North Queensferry, Inverkeithing, Rosyth, Dunfermline Town, Dunfermline Queen Margaret	
Edinburgh Waverley	Glenrothes	Dunfermline	2.25		South Gyle, Dalmeny, North Queensferry, Inverkeithing, Rosyth, Dunfermline Town, Dunfermline Queen Margaret, Cowdenbeath, Lochgelly, Cardenden	
Edinburgh Waverley	Perth	Dunfermline	2.26	23587003	Haymarket, South Gyle, Dalmeny, North Queensferry, Inverkeithing, Rosyth, Dunfermline Town, Dunfermline Queen Margaret, Cowdenbeath, Lochgelly, Cardenden, Glenrothes with Thornton, Markinch, Ladybank	
Kirkcaldy	Edinburgh Waverley	Burntisland	2.27	23587003	Kinghorn, Burntisland, Aberdour, Dalgety Bay, Inverkeithing, North Queensferry, Dalmeny, South Gyle, Haymarket	

Glenrothes	Edinburgh Waverley	Kirkcaldy	2.28	23587003	Kirkcaldy, Kinghorn, Burntisland, Aberdour, Dalgety Bay, Inverkeithing, North Queensferry, Dalmeny, South Gyle, Haymarket	
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Table 4.1: Calling Patterns

1					2	3
Service Group HA02: East Coast Locals						
Service 5871 - Fife Inner Circle (Anti Clockwise)						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Edinburgh Waverley	Edinburgh Waverley	Kirkcaldy	2.29	23587103	Haymarket, South Gyle, Dalmeny, North Queensferry, Inverkeithing, Dalgety Bay, Aberdour, Burntisland, Kinghorn, Kirkcaldy, Glenrothes with Thornton, Cardenden, Lochgelly, Cowdenbeath, Dunfermline Queen Margaret, Dunfermline Town, Rosyth, Inverkeithing, North Queensferry, Dalmeny, South Gyle, Haymarket	
Edinburgh Waverley	Inverkeithing		2.30	23587103	Haymarket, South Gyle, Dalmeny, North Queensferry	
Edinburgh Waverley	Kirkcaldy	Burntisland	2.31	23587103	Haymarket, South Gyle, Dalmeny, North Queensferry, Inverkeithing, Dalgety, Aberdour, Burntisland, Kinghorn	
Cowdenbeath	Edinburgh Waverley	Dunfermline	2.32	23587103	Dunfermline Queen Margaret, Dunfermline Town, Rosyth, Inverkeithing, North Queensferry, Dalmeny, South Gyle, Haymarket	
Dunfermline Queen Margaret	Edinburgh Waverley	Dunfermline	2.33	23587103	Dunfermline Town, Rosyth, Inverkeithing, Haymarket	
Glenrothes With Thornton	Edinburgh Waverley	Dunfermline	2.34	23587103	Cardenden, Lochgelly, Cowdenbeath, Dunfermline Queen Margaret, Dunfermline Town, Rosyth, Inverkeithing, Dalmeny, South Gyle, Haymarket	

Markinch	Edinburgh Waverley	Dunfermline	2.35	23587103	Glenrothes with Thornton, Cardenden, Lochgelly, Cowdenbeath, Dunfermline Queen Margaret, Dunfermline Town, Rosyth, Inverkeithing, North Queensferry, Dalmeny, South Gyle, Haymarket	
Edinburgh Waverley	Glenrothes	Burntisland	2.38	23587013	Haymarket, South Gyle, Dalmeny, North Queensferry, Inverkeithing, Dalgety, Aberdour, Burntisland, Kinghorn, Kirkcaldy	
Perth	Edinburgh Waverley	Dunfermline	2.36	23587103	Ladybank, Markinch, Glenrothes with Thornton, Cardenden, Lochgelly, Cowdenbeath, Dunfermline Queen Margaret, Dunfermline Town, Rosyth, Inverkeithing, North Queensferry, Dalmeny, South Gyle, Haymarket	

Table 4.1: Calling Patterns

1					2	3
Service Group HA03: South West Rural Services						
Service 579 - South West Services						
From	To	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Glasgow Central	Stranraer	Kilwinning	3.0	23579003	Paisley Gilmour Street, Kilwinning, Ayr, Maybole, Girvan, Barrhill	
Stranraer	Glasgow Central	Kilwinning	3.4	23579003	Barrhill, Girvan, Maybole, Ayr, Kilwinning, Paisley Gilmour Street	
Stranraer	Glasgow Central	Kilmarnock	3.5	23597003	Barrhead, Dunlop, Stewarton, Kilmaurs, Kilmarnock, Troon, Prestwick International, Prestwick Town, Ayr, Maybole, Girvan, Barrhill	
Kilmarnock	Stranraer		3.1	23579003	Troon, Prestwick International Airport, Prestwick Town, Ayr Maybole, Girvan, Barrhill	
Glasgow Central	Carlisle	Kilmarnock	3.7	23579003	Barrhead, Dunlop, Stewarton, Kilmaurs, Kilmarnock, Auchinleck, New Cumnock, Kirkconnel, Sanquhar, Dumfries, Annan, Gretna Green	Pollokshaws West
Newcastle	Carlisle	Hexham	3.11, 3.12	21793003	Hexham, Haltwhistle, Metro Centre	Wylam, Prudhoe, Haydon Bridge, Bardon Mill, Brampton (Cumbria), Wetheral
Carlisle	Dumfries		3.10	23579003	Annan, Gretna Green	
Carlisle	Glasgow Central	Kilmarnock	3.13	23580903	Gretna Green, Annan, Dumfries, Sanquhar, Kirkconnel, New Cumnock, Auchinleck, Kilmarnock, Kilmaurs, Stewarton, Dunlop, Barrhead	Pollokshaws West
Dumfries	Carlisle		3.9	23580903	Gretna Green, Annan	

Table 4.1: Calling Patterns

1					2	3
Service Group HA04: Highland Rural						
Service 542/543 - Inverness – Wick/Kyle Of Lochalsh						
From	To	Via	Description	TSC	Regular Calling Pattern ¹	Additional Stations
Inverness	Wick	Thurso	4.0	23542003	Beauly, Muir of Ord, Conon Bridge, Dingwall, Alness, Invergordon, Fearn, Tain, Ardgay, Culrain, Invershin, Lairg, Rogart, Golspie, Brora, Helmsdale, Kildonan, Kinbrace, Forsinard, Altnabreac, Scotscalder, Georgemas Junction, Thurso, Georgemas Junction	Dunrobin Castle
Inverness	Kyle of Lochalsh	Dingwall	4.2	23543003	Beauly, Muir of Ord, Dingwall, Garve, Lochluichart, Achanalt, Achnasheen, Achnashellach, Strathcarron, Attadale, Stromeferry, Duncraig, Plockton, Duirnish	
Inverness	Tain		4.1	23542003	Beauly, Muir of Ord, Dingwall, Alness, Invergordon	
Inverness	Invergordon		4.3	23542003	Beauly, Muir of Ord, Dingwall	
Wick	Inverness	Thurso	4.6	23542003	Georgemas Junction, Thurso, Georgemas Junction, Scotscalder, Altnabreac, Forsinard, Kinbrace, Kildonan, Helmsdale, Brora, Golspie, Rogart, Lairg, Invershin, Culrain, Ardgay, Tain, Fearn, Invergordon, Alness, Dingwall, Conon Bridge, Muir of Ord, Beauly	Dunrobin Castle
Kyle of Lochalsh	Inverness	Dingwall	4.8	23543003	Duirnish, Plockton, Duncraig, Stromeferry, Attadale, Strathcarron, Achnashellach, Achnasheen, Achanalt, Lochluichart, Garve, Dingwall, Muir of Ord, Beauly	
Tain	Inverness		4.7	23542003	Invergordon, Alness, Dingwall, Muir of Ord, Beauly	
Invergordon	Inverness		4.10	23542003	Dingwall, Muir of Ord, Beauly	
Lairg	Inverness		4.5	23542003	Ardgay, Tain, Fearn, Invergordon, Dingwall, Muir of Ord	

Table 4.1: Calling Patterns

1					2	3
Service Group HA04: Highland Rural						
Service 545 - Glasgow – Oban/Fort William/Mallaig						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Glasgow Queen Street	Crianlarich		4.16, 4.17, 4.20, 4.21, 4.22	23545003	Dalmuir, Dumbarton Central, Helensburgh Upper, Garelochhead, Arrochar & Tarbet, Ardlui	
Crianlarich	Oban		4.17, 4.21	23545003	Tyndrum Lower, Dalmally, Loch Awe, Taynuilt, Connel Ferry	Falls of Cruachan
Crianlarich	Fort William		4.16, 4.19, 4.20	23545003	Upper Tyndrum, Bridge of Orchy, Rannoch, Corrou, Tulloch, Roy Bridge, Spean Bridge	
Fort William	Mallaig		4.16, 4.18, 4.19, 4.20	23545003	Banavie, Corpach, Loch Eil Outward Bound, Locheilside, Glenfinnan, Lochailort, Beasdale, Arisaig, Morar	
Edinburgh	Oban		4.31, 4.32	23545003	Haymarket, Linlithgow, Polmont, Falkirk High, Dalmuir, Helensburgh Upper, Garelochhead, Arrochar & Tarbet, Ardlui, Crianlarich, Tyndrum Lower, Dalmally, Loch Awe, Taynuilt, Connel Ferry	Falls of Cruachan

Table 4.1: Calling Patterns

1					2	3
Service Group HA04: Highland Rural						
Service 547 - Aberdeen – Inverness						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Aberdeen	Inverness	Keith	4.23, 4.27	23547003	Dyce, Inverurie, Inch, Huntly, Keith, Elgin, Forres, Nairn	

Table 4.1: Calling Patterns

1					2	3
Service Group HA06: Strathclyde Electric						
Service 560 - Glasgow North Electrics (Eastbound)						
From	To	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Garscadden	Edinburgh Waverley		6.12	13560015	Scotstounhill, Jordanhill, Hyndland, Partick, Charing Cross, Glasgow Queen Street Low Level, High Street, Bellgrove, Carntyne, Shettleston, Garrowhill, Easterhouse, Blairhill, Coatbridge Sunnyside, Coatdyke, Airdrie, Drumgelloch, Caldercruix, Blackridge, Armadale, Bathgate, Livingston North, Uphall, Edinburgh Park, Haymarket	
Helensburgh Central	Edinburgh Waverley	Yoker EWD	6.13	13560015	Craigendoran, Cardross, Dalreoch, Dumbarton Central, Dunbarton East, Dalmuir, Hyndland, Partick, Charing Cross, Glasgow Queen Street Low Level, High Street, Bellgrove, Carntyne, Shettleston, Garrowhill, Easterhouse, Blairhill, Coatbridge Sunnyside, Coatdyke, Airdrie, Drumgelloch, Caldercruix, Blackridge, Armadale, Bathgate, Livingston North, Uphall, Edinburgh Park, Haymarket	Bowling, Kilpatrick, Clydebank, Yoker, Garscadden, Scotstounhill, Jordanhill
Helensburgh Central	Edinburgh Waverley	Singer Sun	6.13	13560015	Craigendoran, Cardross, Dalreoch, Dumbarton Central, Dunbarton East, Dalmuir, Singer, Drumry, Drumchapel, Westerton, Anniesland, Hyndland, Partick, Charing Cross, Glasgow Queen Street Low Level, High Street, Bellgrove, Carntyne, Shettleston, Garrowhill, Easterhouse, Blairhill, Coatbridge Sunnyside, Coatdyke, Airdrie, Drumgelloch, Caldercruix, Blackridge, Armadale, Bathgate, Livingston North, Uphall, Edinburgh Park, Haymarket	
Milngavie	Edinburgh Waverley		6.14	13560015	Hillfoot, Bearsden, Westerton, Anniesland, Hyndland, Partick, Charing Cross, Glasgow Queen Street Low Level, High Street, Coatbridge Sunnyside, , Airdrie, Drumgelloch, Bathgate, Livingston North, Uphall, Edinburgh Park, Haymarket	Blairhill, Coatdyke, Caldercruix, Blackridge, Armadale

1					2	3
Service Group HA06: Strathclyde Electric						
Service 560 - Glasgow North Electrics (Eastbound)						
From	To	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Partick	Edinburgh Waverley		6.15	13560015	Charing Cross, Glasgow Queen Street Low Level, High Street, Coatbridge Sunnyside, Airdrie, Drumgelloch, Bathgate, Livingston North, Uphall, Edinburgh Park, Haymarket	
Hyndland	Edinburgh Waverley		6.16	13560015	Partick, Charing Cross, Glasgow Queen Street Low Level, High Street, Coatbridge Sunnyside, Airdrie, Drumgelloch, Bathgate, Livingston North, Uphall, Edinburgh Park, Haymarket	
Balloch	Edinburgh Waverley	Singer	6.17	13560015	Alexandria, Renton, Dalreoch, Dumbarton Central, Dumbarton East, Bowling, Kilpatrick, Dalmuir, Singer, Drumry, Drumchapel, Westerton, Anniesland, Hyndland, Partick, Charing Cross, Glasgow Queen Street Low Level, High Street, Bellgrove, Carntyne, Shettleston, Garrowhill, Easterhouse, Blairhill, Coatbridge Sunnyside, Coatdyke, Airdrie, Drumgelloch, Bathgate, Livingston North, Uphall, Edinburgh Park, Haymarket	
Dalmuir	Edinburgh Waverley	Yoker	6.18	13560015	Clydebank, Yoker, Garscadden, Scotstounhill, Jordanhill, Hyndland, Partick, Charing Cross, Glasgow Queen Street Low Level, High Street, Bellgrove, Carntyne, Shettleston, Garrowhill, Easterhouse, Blairhill, Coatbridge Sunnyside, Coatdyke, Airdrie, Drumgelloch, Bathgate, Livingston North, Uphall, Edinburgh Park, Haymarket	
Bathgate	Edinburgh Waverley		6.33	13560015	Livingston North, Uphall, Edinburgh Park, Haymarket	

1					2	3
Service Group HA06: Strathclyde Electric						
Service 560 - Glasgow North Electrics (Eastbound)						
From	To	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Helensburgh Central	Bathgate	Yoker EWD, Singer Sun	6.34	13560015	Craigendoran, Cardross, Dalreoch, Dumbarton Central, Dumbarton East, Dalmuir, Clydebank, Yoker, Garscadden, Scotstounhill, Jordanhill, Hyndland, Partick, Charing Cross, Glasgow Queen Street Low Level, High Street, Bellgrove, Carntyne, Shettleston, Garrowhill, Easterhouse, Blairhill, Coatbridge Sunnyside, Coatdyke, Airdrie, Drumgelloch, Caldercruix, Blackridge, Armadale	
Balloch	Airdrie	Singer	6.19	13560015	Alexandria, Renton, Dalreoch, Dumbarton Central, Dumbarton East, Bowling, Kilpatrick, Dalmuir, Singer, Drumry, Drumchapel, Westerton, Anniesland, Hyndland, Partick, Charing Cross, Glasgow Queen Street Low Level, High Street, Bellgrove, Carntyne, Shettleston, Garrowhill, Easterhouse, Blairhill, Coatbridge Sunnyside, Coatdyke	
Helensburgh Central	Airdrie	Singer	6.20	13560015	Craigendoran, Cardross, Dalreoch, Dumbarton Central, Dumbarton East, Dalmuir, Singer, Drumry, Drumchapel, Westerton, Anniesland, Hyndland, Partick, Charing Cross, Glasgow Queen Street Low Level, High Street, Bellgrove, Carntyne, Shettleston, Garrowhill, Easterhouse, Blairhill, Coatbridge Sunnyside, Coatdyke	Bowling, Kilpatrick,
Helensburgh Central	Airdrie	Yoker	6.20	13560015	Craigendoran, Cardross, Dalreoch, Dumbarton Central, Dumbarton East, Dalmuir, Clydebank, Yoker, Garscadden, Scotstounhill, Jordanhill, Hyndland, Partick, Charing Cross, Glasgow Queen Street Low Level, High Street, Bellgrove, Carntyne, Shettleston, Garrowhill, Easterhouse, Blairhill, Coatbridge Sunnyside, Coatdyke	Bowling, Kilpatrick,
Dalmuir	Airdrie	Yoker Sun	6.21	13560015	Clydebank, Yoker, Garscadden, Scotstounhill, Jordanhill, Hyndland, Partick, Charing Cross, Glasgow Queen Street Low Level, High Street, Bellgrove, Carntyne, Shettleston, Garrowhill, Easterhouse, Blairhill, Coatbridge Sunnyside, Coatdyke	

1					2	3
Service Group HA06: Strathclyde Electric						
Service 560 - Glasgow North Electrics (Eastbound)						
From	To	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Dalmuir	Airdrie	Singer	6.21	13560015	Singer, Drumry, Drumchapel, Westerton, Anniesland,, Hyndland, Partick, Charing Cross, Glasgow Queen Street Low Level, High Street, Bellgrove, Carntyne, Shettleston, Garrowhill, Easterhouse, Blairhill, Coatbridge Sunnyside, Coatdyke	
Balloch	Springburn	Singer	6.22	13560015	Alexandria, Renton, Dalreoch, Dumbarton Central, Dumbarton East, Bowling, Kilpatrick, Dalmuir, Singer, Drumry, Drumchapel, Westerton, Anniesland, Hyndland, Partick, Charing Cross, Glasgow Queen Street Low Level, High Street, Bellgrove, Duke Street, Alexandra Parade, Barnhill	
Dalmuir	Springburn	Yoker EWD, Singer Sun	6.23	13560015	Clydebank, Yoker, Garscadden, Scotstounhill, Jordanhill, Hyndland, Partick, Charing Cross, Glasgow Queen Street Low Level, High Street, Bellgrove, Duke Street, Alexandra Parade, Barnhill	
Garscadden	Springburn		6.24	13560015	Scotstounhill, Jordanhill, Hyndland, Partick, Charing Cross, Glasgow Queen Street Low Level, High Street, Bellgrove, Duke Street, Alexandra Parade, Barnhill	
Balloch	Dalmuir		6.25	13560015	Alexandria, Renton, Dalreoch, Dumbarton Central, Dumbarton East, Bowling, Kilpatrick	
Helensburgh Central	Dalmuir		6.26	13560015	Craigendoran, Cardross, Dalreoch, Dumbarton Central, Dumbarton East	
Helensburgh Central	Glasgow High St	Singer	6.27	13560015	Craigendoran, Cardross, Dalreoch, Dumbarton Central, Dumbarton East, Dalmuir, Singer, Drumry, Drumchapel, Westerton, Anniesland, Hyndland, Partick, Charing Cross, Glasgow Queen Street Low Level	

1					2	3
Service Group HA06: Strathclyde Electric						
Service 560 - Glasgow North Electrics (Eastbound)						
From	To	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Milngavie	Springburn		6.63	13563015	Hillfoot, Bearsden, Charing Cross, Queen Street Low Level, Glasgow High Street, Bellgrove, Duke Street, Alexander Parade, Barnhill	

Table 4.1: Calling Patterns

1					2	3
Service Group HA06: Strathclyde Electric						
Service 562 - Glasgow Suburban Electrics South						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Glasgow Central	Glasgow Central	Maxwell Park, Queens Park	6.37 Inner Circle	13562015	Pollokshields West, Maxwell Park, Shawlands, Pollokshaws East, Langside, Cathcart, Mount Florida, Crosshill, Queens Park, Pollokshields East	
Glasgow Central	Glasgow Central	Queens Park Maxwell Park	6.38 Outer Circle	13562015	Pollokshields East, Queens Park, Crosshill, Mount Florida, Cathcart, Langside, Pollokshaws East, Shawlands, Maxwell Park, Pollokshields West	
Glasgow Central	Neilston	Queens Park	6.39, 6.42	13562015	Pollokshields East, Queens Park, Crosshill, Mount Florida, Cathcart, Muirend, Williamwood, Whitecraigs, Patterton	
Glasgow Central	Newton	Maxwell Park	6.40, 6.43	13562015	Pollokshields West, Maxwell Park, Shawlands, Pollokshaws East, Langside, Kings Park, Croftfoot, Burnside, Kirkhill	
Glasgow Central	Newton	Queens Park	6.41, 6.44	13562015	Pollokshields East, Queens Park, Crosshill, Mount Florida, Kings Park, Croftfoot, Burnside, Kirkhill	

Table 4.1 Calling Patterns

1					2	3
Service Group HA06: Strathclyde Electric						
Service 563 - Argyle Line (Westbound)						
From	To	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Cumbernau ld	Dalmuir	Blantyre, Yoker	6.45	13563015	Coatbridge Central, Whiffet, Motherwell, Airbles, Hamilton Central, Hamilton West, Blantyre, Newton, Cambuslang, Rutherglen, Argyle Street, Glasgow Central Low Level, Anderston, Exhibition Centre, Partick, Hyndland, Jordanhill, Scotstounhill, Garscadden, Yoker, Clydebank	
Motherwell	Milngavie	Blantyre	6.46	13563015	Airbles, Hamilton Central, Hamilton West, Blantyre, Newton, Cambuslang, Rutherglen, Dalrnarnock, Bridgeton, Argyle Street, Glasgow Central Low Level, Anderston, Exhibition Centre, Partick, Hyndland, Anniesland, Westerton, Bearsden, Hillfoot	
Larkhall	Balloch	Blantyre, Yoker	6.47	13563015	Merryton, Chatelherault, Hamilton Central, Hamilton West, Blantyre, Newton, Cambuslang, Rutherglen, Argyle Street, Glasgow Central Low Level, Anderston, Exhibition Centre, Partick, Hyndland, Jordanhill, Scotstounhill, Garscadden, Yoker, Clydebank, Dalmuir, Kilpatrick, Bowling, Dumbarton East, Dumbarton Central, Dalreoch, Renton, Alexandria	
Larkhall	Dalmuir	Blantyre Singer	6.48	13563015	Merryton, Chatelherault, Hamilton Central, Hamilton West, Blantyre, Newton, Cambuslang, Rutherglen, Argyle Street, Glasgow Central Low Level, Anderston, Exhibition Centre, Partick, Hyndland, Anniesland, Westerton, Drumchapel, Drumry, Singer	
Lanark	Glasgow Cental High Level	Wishaw, Shieldmuir, Bellshill,	6.49	13563015	Carluke, Wishaw, Shieldmuir, Motherwell, Bellshill, Uddingston, Cambuslang	

1					2	3
Service Group HA06: Strathclyde Electric						
Service 563 - Argyle Line (Westbound)						
From	To	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Cumbernauld	Garscadden	Blantyre,	6.50	13563015	Greenfaulds, Coatbridge Central, Whiffet, Motherwell, Airbles, Hamilton Central, Hamilton West, Blantyre, Newton, Cambuslang, Rutherglen, Dalmarnock, Bridgeton, Argyle Street, Glasgow Central Low Level, Anderston, Exhibition Centre, Partick, Hyndland, Jordanhill, Scotstounhill	
Larkhall	Garscadden	Blantyre	6.51, 6.53	13563015	Merryton, Chatelherault, Hamilton Central, Hamilton West, Blantyre, Newton, Cambuslang, Rutherglen, Argyle Street, Glasgow Central Low Level, Anderston, Exhibition Centre, Partick, Hyndland, Jordanhill, Scotstounhill	
Motherwell	Milngavie	Carmyle	6.52	13563015	Whifflet, Kirkwood, Bargeddie, Baillieston, Mount Vernon, Carmyle, Rutherglen, Bridgeton, Glasgow Central Low Level, Exhibition Centre, Partick, Hyndland, Anniesland, Westerton, Bearsden, Hillfoot	
Motherwell	Garscadden	Blantyre,	6.54	13563015	Airbles Hamilton Central, Hamilton West, Blantyre, Rutherglen, Argyle Street, Glasgow Central Low Level, Anderston, Exhibition Centre, Partick, Hyndland, Jordanhill, Scotstounhill	
Motherwell	Dalmuir	Blantyre, Yoker	6.55, 6.56, 6.57	13563015	Airbles Hamilton Central, Hamilton West, Blantyre, Newton, Cambuslang, Rutherglen, Dalmarnock, Bridgeton, Argyle Street, Glasgow Central Low Level, Anderston, Exhibition Centre, Partick, Hyndland, Jordanhill, Scotstounhill, Garscadden, Yoker, Clydebank	
Carstairs	Anderston	Bellshill	6.58	13563015	Carluge, Wishaw, Shieldmuir, Motherwell, Bellshill, Uddingston, Cambuslang, Rutherglen, Dalmarnock, Bridgeton, Argyle Street, Glasgow Central Low Level	
Motherwell	Glasgow Central	Bellshill,	6.59, 6.61	13563015	Bellshill, Uddingston, Cambuslang,	

1					2	3
Service Group HA06: Strathclyde Electric						
Service 563 - Argyle Line (Westbound)						
From	To	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Motherwell	Balloch	Carmyle, Yoker	6.60	13563015	Whifflet, Kirkwood, Bargeddie, Baillieston, Mount Vernon, Carmyle, Rutherglen, Bridgeton, Glasgow Central Low Level, Exhibition Centre, Partick, Hyndland, Jordanhill, Scotstounhill, Garscadden, Yoker, Clydebank, Dalmuir, Kilpatrick, Bowling, Dumbarton East, Dumbarton Central, Dalreoch, Renton, Alexandria	
Whifflet	Milngavie	Carmyle	6.62	13563015	Kirkwood, Bargeddie, Baillieston, Mount Vernon, Carmyle, Rutherglen, Dalarnock, Bridgeton, Argyle Street, Glasgow Central Low Level, Anderston, Exhibition Centre, Partick, Hyndland, Anniesland, Westerton, Bearsden, Hillfoot	
Carstairs	Garscadden		6.109	13560015	Carluk, Wishaw, Shieldmuir, Holytown, Bellshill, Uddingston, Argyle Street, Glasgow Central Low Level, Anderston, Glasgow Exhibition Centre, Partick, Hyndland, Jordanhill, Scotstounhill	
Carstairs	Glasgow Central	Wishaw, Shieldmuir, Bellshill,		13563015	Carluk, Wishaw, Shieldmuir, Motherwell, Bellshill, Uddingston, Cambuslang,	
Carstairs	Motherwell	Wishaw, Shieldmuir,		13563015	Carluk, Wishaw, Shieldmuir,	
Lanark	Motherwell	Wishaw, Shieldmuir,		13563015	Carluk, Wishaw, Shieldmuir,	

Table 4.1: Calling Patterns

1					2	3
Service Group HA06: Strathclyde Electric						
Service 563 - Argyle Line (Eastbound)						
From	To	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Anderston	Carstairs	WCML, Holytown	6.64	13563015	Glasgow Central Low Level, Argyle Street, Rutherglen, Bellshill, Holytown, Wishaw, Carluke,	
Anderston	Carstairs	Bellshill, Shieldmuir	6.65	13563015	Glasgow Central Low Level, Argyle Street, Rutherglen, Uddingston, Bellshill, Motherwell, Shieldmuir, Wishaw, Carluke	
Balloch	Larkhall	Yoker Blantyre,	6.66, 6.67, 6.68	13563015	Alexandria, Renton, Dalreoch, Dumbarton Central, Dumbarton East, Bowling, Kilpatrick, Dalmuir, Clydebank, Yoker, Garscadden, Scotstounhill, Jordanhill, Hyndland, Partick, Exhibition Centre, Anderston, Glasgow Central Low Level, Argyle Street, Rutherglen, Cambuslang, Newton, Blantyre, Hamilton West, Hamilton Central, Chatelherault, Merryton	
Balloch	Motherwell	Yoker Carmyle		13563015	Alexandria, Renton, Dalreoch, Dumbarton Central, Dumbarton East, Bowling, Kilpatrick, Dalmuir, Clydebank, Yoker, Garscadden, Scotstounhill, Jordanhill, Hyndland, Partick, Exhibition Centre, Anderston, Glasgow Central Low Level, Argyle Street, Bridgeton, Dalmarnock, Rutherglen, Carmyle, Mount Vernon, Baillieston, Bargeddie, Kirkwood, Whifflet	
Dalmuir	Larkhall	Yoker, Blantyre	6.69, 6.76, 6.77	13563015	Clydebank, Yoker, Garscadden, Scotstounhill, Jordanhill, Hyndland, Partick, Exhibition Centre, Anderston, Glasgow Central Low Level, Argyle Street, Rutherglen, Cambuslang, Newton, Blantyre, Hamilton West, Hamilton Central, Chatelherault, Merryton	
Glasgow Central High Level	Lanark	Bellshill, Shieldmuir, Wishaw		13563015	Cambuslang, Uddingston, Bellshill, Motherwell, Shieldmuir, Wishaw, Carluke,	

1					2	3
Service Group HA06: Strathclyde Electric						
Service 563 - Argyle Line (Eastbound)						
From	To	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Garscadden	Larkhall	Blantyre	6.73	13563015	Scotstounhill, Jordanhill, Hyndland, Partick, Exhibition Centre, Anderston, Glasgow Central Low Level, Argyle Street, Rutherglen, Cambuslang, Newton, Blantyre, Hamilton West, Hamilton Central, Chatelhault, Merryton	
Dalmuir	Motherwell	Singer, Carmyle	6.74	13563015	Singer, Drumry, Drumchapel, Westerton, Anniesland, Hyndland, Partick, Exhibition Centre, Anderston, Glasgow Central Low Level, Argyle Street, Rutherglen, Carmyle, Mount Vernon, Baillieston, Bargeddie, Kirkwood, Whifflet	
Dalmuir	Whifflet	Singer, Carmyle	6.75, 6.79	13563015	Singer, Drumry, Drumchapel, Westerton, Anniesland, Hyndland, Partick, Exhibition Centre, Anderston, Glasgow Central Low Level, Argyle Street, Rutherglen, Carmyle, Mount Vernon, Baillieston, Bargeddie, Kirkwood,	
Milngavie	Cumbernauld	Blantyre	6.80, 6.84, 6.88	13563015	Hillfoot, Bearsden, Westerton, Anniesland, Hyndland, Partick, Exhibition Centre, Anderston, Glasgow Central Low Level, Argyle Street, Bridgeton, Dalmarnock, Rutherglen, Newton, Blantyre, Hamilton West, Hamilton Central, Airbles, Motherwell, Whifflet, Coatbridge Central, Greenfaulds	
¹ Milngavie	Motherwell	Blantyre,	6.81, 6.83, 6.86, 6.90	13563015	Hillfoot, Bearsden, Westerton, Anniesland, Hyndland, Partick, Exhibition Centre, Anderston, Glasgow Central Low Level, Argyle Street, Bridgeton, Dalmarnock, Rutherglen, Cambuslang, Newton, Blantyre, Hamilton West, Hamilton Central, Airbles,	
Milngavie	Motherwell	WCML,	6.82	13563015	Hillfoot, Bearsden, Westerton, Anniesland, Hyndland, Partick, Exhibition Centre, Glasgow Central Low Level, Bridgeton, Rutherglen, Cambuslang, Uddingston, Bellshill,	

1					2	3
Service Group HA06: Strathclyde Electric						
Service 563 - Argyle Line (Eastbound)						
From	To	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Garscadden	Motherwell	Blantyre			Scotstounhill, Jordanhill, Hyndland, Partick, Exhibition Centre, Anderston, Glasgow Central Low Level, Argyle Street, Bridgeton, Dalmarnock Rutherglen, Cambuslang, Newton, Blantyre, Hamilton West, Hamilton Central, Airbles	
Motherwell	Carstairs	Holytown, Wishaw	6.89	13563015	Holytown, Wishaw, Carluke	
Motherwell	Lanark	Holytown, Wishaw	6.89	13563015	Holytown, Wishaw, Carluke	
Glasgow Central High Level	Motherwell	Bellshill,		13563015	Cambuslang, Uddingston, Bellshill, Motherwell,	

Table 4.1: Calling Patterns

1					2	3
Service Group HA06: Strathclyde Electric						
Service 569 - Glasgow – Gourock/Wemyss Bay						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Glasgow Central	Gourock	Paisley	6.93, 6.95 Slow	13569815	Cardonald, Hillington East, Hillington West, Paisley Gilmour Street, Paisley St James, Bishopton, Langbank, Woodhall, Port Glasgow, Bogston, Cartsydyke, Greenock Central, Greenock West, Fort Matilda	
Glasgow Central	Gourock	Paisley	6.93, 6.95 Fast	13569815	Paisley Gilmour Street, Bishopton, Port Glasgow, Greenock Central, Greenock West, Fort Matilda	
Glasgow Central	Wemyss Bay	Paisley	6.94, 6.96	13569815	Paisley Gilmour Street, Bishopton, Port Glasgow, Whinhill, Drumfrochar, Branchton, IBM, Inverkip	Cardonald, Hillington East, Hillington West, Paisley St James, Langbank, Woodhall

Table 4.1: Calling Patterns

1					2	3
Service Group HA06: Strathclyde Electric						
Service 571 - Glasgow – Ardrossan – Largs						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Glasgow Central	Ardrossan Town		6.98, 6.103	13571015	Paisley Gilmour Street, Johnstone, Milliken Park, Howwood, Lochwinnoch, Glengarnock, Dalry, Kilwinning, Stevenston, Saltcoats, Ardrossan South Beach	
Glasgow Central	Ardrossan Harbour		6.99, 6.102	13571015	Paisley Gilmour Street, Johnstone, Milliken Park, Kilwinning, Stevenston, Saltcoats, Ardrossan South Beach	Howood, Lochwinnoch, Glengarnock, Dalry, Ardrossan Town ¹
Glasgow	Ardrossan South Beach		6.97, 6.104	13571015	Paisley Gilmour Street, Johnstone, Milliken Park, Howwood, Lochwinnoch, Glengarnock, Dalry, Kilwinning, Stevenston, Saltcoats	
Glasgow Central	Largs		6.100, 6.101	13571015	Paisley Gilmour Street, Johnstone, Milliken Park, Glengarnock, Kilwinning, Stevenston, Saltcoats, Ardrossan South Beach, West Kilbride, Fairlie	Howwood, Lochwinnoch, Dalry

Table 4.1: Calling Patterns

1					2	3
Service Group HA06: Strathclyde Electric						
Service 573 - Glasgow – Ayr						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Glasgow Central	Ayr	Paisley	6.105, 6.106	13573015	Paisley Gilmour Street, Johnstone, Kilwinning, Irvine, Barassie, Troon, Prestwick International Airport, Prestwick Town, Newton-on-Ayr	Milliken Park, Howwood, Lochwinnoch, Glengarnock, Dalry

Table 4.1: Calling Patterns

1					2	3
Service Group HA07: Strathclyde Diesels						
Service 561 - Glasgow – Cumbernauld – Falkirk Grahamston						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Glasgow Queen Street	Cumbernauld	Stepps	7.0, 7.3	13561015	Springburn, Stepps, Gartcosh, Greenfaulds	
Glasgow Queen Street	Falkirk Grahamston	Stepps	7.1, 7.2	13561015 ¹	Springburn, Stepps, Gartcosh, Greenfaulds, Cumbernauld, Camelon	

1 Trains change TSC at Cumbernauld to 23578903

2 Trains change TSC at Cumbernauld to 13561015

Table 4.1: Calling Patterns

1					2	3
Service Group HA07: Strathclyde Diesels					2	3
Service 564 – Edinburgh – Shotts – Glasgow Central						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Edinburgh Waverley	Glasgow Central	Shotts	2.0 Slow, 2.3 Slow	23564903 13564825	Haymarket, Slateford, Kingsknowe, Wester Hailes, Curriehill, Kirknewton, Livingston South, West Calder, Addiewell, Fauldhouse, Shotts, Harwood, Cleland, Carfin, Holytown, Bellshill, Uddingston	Breich, Cambuslang
Edinburgh Waverley	Glasgow Central	Shotts	2.0 Fast, 2.3 Fast	23564903 13564825	Haymarket, Livingston South, West Calder, Shotts, Bellshill	Curriehill, Kirknewton
Edinburgh Waverley	West Calder		2.1, 2.4	23564903	Haymarket, Slateford, Kingsknowe, Wester Hailes, Curriehill, Kirknewton, Livingston South	
Edinburgh Waverley	Motherwell		2.2	23564903	Haymarket, Slateford, Kingsknowe, Wester Hailes, Curriehill, Kirknewton, Livingstone South, West Calder, Addiewell, Fauldhouse, Shotts, Hartwood, Cleland, Carfin, Holytown	
Shotts	Glasgow Central	Whifflet	2.40, 2.41	13564825	Hartwood, Cleland, Carfin, Holytown, Whifflet, Kirkwood, Bargeddie, Baillieston, Mount Vernon, Carmyle	

Edinburgh Waverley	Glasgow Central	Carstairs, Wishaw	2.46, 2.47	23564903	Haymarket, Carstairs, Carluke, Wishaw, Motherwell	
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Table 4.1: Calling Patterns

1					2	3
Service Group HA07: Strathclyde Diesels						
Service 565 - Glasgow – Paisley Canal						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Glasgow Central	Paisley Canal		7.4, 7.5	13565015	Dumbreck, Corkerhill, Mosspark, Crookston, Hawkhead	

Table 4.1: Calling Patterns

1					2	3
Service Group HA07: Strathclyde Diesels						
Service 567 - Glasgow – East Kilbride						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Glasgow Central	East Kilbride		7.8, 7.10	13567015	Crossmyloof, Pollokshaws West, Thornliebank, Giffnock, Clarkston, Busby, Hairmyres	Thorntonhall
Glasgow Central	Busby		7.9, 7.11	135767015	Crossmyloof, Pollokshaws West, Thornliebank, Giffnock, Clarkston	

Table 4.1: Calling Patterns

1					2	3
Service Group HA07: Strathclyde Diesels						
Service 568 - Glasgow – Barrhead – Kilmarnock						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Glasgow Central	Barrhead		7.12, 7.14	13568015	Crossmyloof, Pollokshaws West, Kennishead, Priesthill & Darnley, Nitshill	
Glasgow Central	Kilmarnock		7.13, 7.15	13568015	Barrhead, Dunlop, Stewarton, Kilmaurs	Crossmyloof, Pollokshaws West, Kennishead, Priesthill & Darnley, Nitshill

Table 4.1: Calling Patterns

1					2	3
Service Group HA07: Strathclyde Diesels						
Service 572 - Motherwell – Cumbernauld						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Motherwell	Cumbernauld	Coatbridge	7.16, 7.17	13572015	Whifflet, Coatbridge Central, Greenfaulds	

Table 4.1: Calling Patterns

1					2	3
Service Group HA07: Strathclyde Diesels						
Service 574 - Glasgow – Anniesland/Garelochhed						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Glasgow Queen Street	Anniesland	Maryhill	7.18, 7.19	13574515	Ashfield, Possilpark & Parkhouse, Gilshochill, Summerston, Maryhill, Kelvindale	

Table 4.1: Calling Patterns

1					2	3
Service Group HA07: Strathclyde Diesels						
Service 575 - Glasgow – Croy – Dunblane						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Glasgow Queen Street	Dunblane	Croy	7.20, 7.21, 7.24, 7.25, 7.26, 7.28, 7.29, 7.32	13575825 23575903	Bishopbriggs, Lenzie, Croy, Larbert, Stirling, Bridge of Allan	
Glasgow Queen Street	Falkirk Grahamston	Croy	7.27	23578903	Bishopbriggs, Lenzie, Croy, Camelon	
Glasgow Queen Street	Alloa	Croy	7.23, 7.31	13575825 ¹	Bishopbriggs, Lenzie, Croy, Larbert, Stirling	
Glasgow Queen Street	Perth	Croy	7.22, 7.30	23575903	Larbert, Stirling, Bridge of Allan, Dunblane, Gleneagles	Bishopbriggs, Lenzie, Croy

Table 4.1: Calling Patterns

1					2	3
Service Group HA07: Strathclyde Diesels						
Service 577 - Girvan – Kilmarnock						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Kilmarnock	Girvan		7.33, 7.35	13577015	Troon, Prestwick International, Prestwick Town, Ayr, Maybole	
Kilmarnock	Ayr		7.34	13577015	Troon, Prestwick International, Prestwick Town	
Girvan	Ayr		7.37, 7.39	13577015	Maybole	
Glasgow Central	Girvan		7.36, 7.38	13577015	Barrhead, Dunlop, Stewarton, Kilmaurs, Kilmarnock, Troon, Prestwick International, Prestwick Town, Ayr, Maybole	

Calling Patterns

- 4.1 In respect of each Service specified in column 1 of Table 4.1, the Train Operator has Firm Rights to the corresponding Calling Pattern listed in column 2 of that Table (the “Regular Calling Pattern”) or any subset of the Calling Pattern (the “Reduced Regular Calling Pattern”).

Additional calls

- 4.2 The Train Operator has Contingent Rights to have Scheduled, in respect of any Passenger Train Slot, calls at one or more of the stations set out opposite the Service in column 3 of Table 4.1 being stations which do not form part of the Regular Calling Pattern.

5 Specified Equipment

Specified Equipment

5.1 In order to provide the Services specified in this Schedule 5, subject to obtaining any necessary route clearance for the route in question, the Train Operator has:

(a) Firm Rights to operate the following railway vehicles:

Class 170 DMU
Class 158 DMU
Class 156 DMU
Class 380 EMU
Class 68 Diesel Loco
MK II Coaching vehicles
Class 318 EMU
Class 320 EMU
Class 334 EMU
Class 314 EMU
Class 380 EMU

and

(b) Contingent Rights to operate any railway vehicles registered with Network Rail's rolling stock library.

For the purposes of this contract the railway vehicles specified in paragraph 5.1(a) and 5.1(b) are known as the "Specified Equipment".

Train length

5.2 The Train Operator has a Firm Right to the maximum train length in metres which the Network can from time to time accommodate, subject to a right of Network Rail to vary the train length in cases where the Network cannot accommodate all Access Proposals and Rolled Over Access Proposals to operate to the maximum length.

5.3 Nothing in paragraph 5.2 precludes the operation of trains in excess of platform lengths where appropriate measures have been taken to control, so far as is reasonably practicable, any risks introduced by the use of such longer trains.

6 Journey Time Protection

Table 6.1: Journey Time Protection

1					2	3	4
Service Group HA01 Express							
Service 540 – Glasgow - Aberdeen							
From	To	Via	Description	TSC	Protection Type	Days of the Week	Journey Time (minutes)
Glasgow Queen Street	Aberdeen	Stirling	1.0	23540003	Maximum Journey Time	Monday to Saturday	165 with one service no more than 156
Aberdeen	Glasgow Queen Street	Stirling	1.2	23540003	Maximum Journey Time	Monday to Saturday	165 with one service no more than 158

Table 6.1: Journey Time Protection

1					2	3	4
Service Group HA01 Express							
Service 541 – Edinburgh - Aberdeen							
From	To	Via	Description	TSC	Protection Type	Days of the Week	Journey Time (minutes)
Aberdeen	Edinburgh	Leuchars	1.10	23541003	Maximum Journey Time	Monday to Saturday	145 with one service no more than 143
Edinburgh	Aberdeen	Leuchars	1.7	23541003	Maximum Journey Time	Monday to Saturday	145 with one service no more than 140

Table 6.1: Journey Time Protection

1					2	3	4
Service Group HA01 Express							
Service 548 – Edinburgh – Glasgow							
From	To	Via	Description	TSC	Protection Type	Days of the week	Journey Time (minutes)
Edinburgh Waverley	Glasgow Queen Street	Falkirk High	1.21	23548003	Maximum Journey Time	Monday to Saturday	51 with one service no more than 49
Glasgow Queen Street	Edinburgh Waverley	Falkirk High	1.211	23548003	Maximum Journey Time	Monday to Saturday	51 with one service no more than 47
Glasgow Queen Street	Edinburgh Waverley	Falkirk High	1.201	23548003	Maximum Journey Time	Monday to Saturday	54 with one service no more than 50
Edinburgh Waverley	Glasgow Queen Street	Falkirk High	1.20	23548003	Maximum Journey Time	Monday to Saturday	53 with one service no more than 51

Table 6.1: Journey Time Protection

1					2	3	4
Service Group HA01 Express							
Service 549 – Glasgow/Edinburgh – Perth - Inverness							
From	To	Via	Description	TSC	Protection Type	Days of the week	Journey Time (minutes)
Edinburgh Waverley	Inverness	Ladybank	1.27	23549003	Maximum Journey Time	Monday to Saturday	220
Inverness	Edinburgh Waverley	Kirkcaldy, Aviemore	1.29	23549003	Maximum Journey Time	Monday to Saturday	220
Glasgow Queen Street	Inverness	Stirling,	1.22	23549003	Maximum Journey Time	Monday to Saturday	205
Inverness	Glasgow Queen Street	Stirling,	1.25	23549003	Maximum Journey Time	Monday to Saturday	210

Table 6.1: Journey Time Protection

1					2	3	4
Service Group HA02 East Coast Locals							
Service 576 – Edinburgh – Dunblane - Perth							
From	To	Via	Description	TSC	Protection Type	Days of the week	Journey Time (minutes)
Edinburgh Waverley	Dunblane	Falkirk Grahamston	2.5	23576003	Maximum Journey Time	Monday to Saturday	66
Dunblane	Edinburgh Waverley	Falkirk Grahamston	2.7	23576003	Maximum Journey Time	Monday to Saturday	66

Table 6.1: Journey Time Protection

1					2	3	4
Service Group HA02 East Coast Locals							
Service 5870– Fife Outer Circle (Clockwise)							
From	To	Via	Description	TSC	Protection Type	Days of the week	Journey Time (minutes)
Edinburgh Waverley	Edinburgh Waverley	Dunfermline, Burntisland (Fife Circle, both directions)	2.23	23587003 and 23587103	Maximum Journey Time	Monday to Saturday	129

Table 6.1: Journey Time Protection

1					2	3	4
Service Group HA04 Highland Rural							
Service 542/543 Inverness – Wick / Kyle of Lochalsh							
From	To	Via	Description	TSC	Protection Type	Days of the week	Journey Time (minutes)
Inverness	Wick	Thurso	4.0	23542003	Maximum Journey Time	Monday to Saturday	269 ¹
Wick	Inverness	Thurso	4.6	23542003	Maximum Journey Time	Monday to Saturday	267 ¹
Inverness	Kyle of Lochalsh	Dingwall	4.2	23543003	Maximum Journey Time	Monday to Saturday	157
Kyle of Lochalsh	Inverness	Dingwall	4.8	23543003	Maximum Journey Time	Monday to Saturday	154

1 This journey time protection has been increased to reflect increases in the agreed sectional running times since 12 December 2004. For the avoidance of doubt, in the event that there is any reduction in sectional running times, the journey time protection shall automatically be reduced by an equal amount in accordance with paragraph 6.3 of this Schedule 5.

Table 6.1: Journey Time Protection

1					2	3	4
Service Group HA04 Highland Rural							
Service 545 Glasgow – Oban / Fort William / Mallaig							
From	To	Via	Description	TSC	Protection Type	Days of the week	Journey Time (minutes)
Mallaig ¹	Glasgow Queen Street	Crianlarich, Fort William	4.20	23545003	Maximum Journey Time	Monday to Saturday	232
Glasgow Queen Street	Mallaig ¹	Crianlarich, Fort William	4.16	23545003	Maximum Journey Time	Monday to Saturday	225
Glasgow Queen Street	Oban	Crianlarich	4.17	23545003	Maximum Journey Time	Monday to Saturday	190
Oban	Glasgow Queen Street	Crianlarich	4.21	23545003	Maximum Journey Time	Monday to Saturday	199

1 The journey time protection applies between Glasgow Queen Street and Fort William only.

Table 6.1: Journey Time Protection

1					2	3	4
Service Group HA04 Highland Rural							
Service 547 Aberdeen - Inverness							
From	To	Via	Description	TSC	Protection Type	Days of the week	Journey Time (minutes)
Aberdeen	Inverness	Keith	4.23	23547003	Maximum Journey Time	Monday to Saturday	147
Inverness	Aberdeen	Keith	4.27	23547003	Maximum Journey Time	Monday to Saturday	148

Table 6.1: Journey Time Protection

1					2	3	4
Service Group HA06 Strathclyde Electric							
Service 560 - Glasgow North Electrics							
From	To	Via	Description	TSC	Protection Type	Days of the week	Journey Time (minutes)
Balloch ¹	Airdrie	Singer	6.19	13560015	Maximum Journey Time	Monday to Saturday	28
Airdrie	Balloch ¹	Singer	6.3	13560015	Maximum Journey Time	Monday to Saturday	26
Edinburgh Waverley ²	Helensburgh Central	Yoker	6.1	13560015	Maximum Journey Time	Monday to Saturday	49
Helensburgh Central	Edinburgh Waverley ²	Yoker	6.13	13560015	Maximum Journey Time	Monday to Saturday	49

1 Journey time protection applies between Glasgow Queen Street and Airdrie only

2 Journey time protection applies between Glasgow Queen Street and Helensburgh Central only

Table 6.1: Journey Time Protection

					2	3	4
Service Group HA06 Strathclyde Electric							
Service 563 – Argyle Line							
From	To	Via	Description	TSC	Protection Type (MJT or MKJT)	Days of the week	Journey Time (minutes)
Whifflet ¹	Milngavie	Carmyle	6.62	23563015	Maximum Journey Time	Monday to Saturday	29
Milngavie ¹	Cumbernauld	Blantyre	6.117	23563015	Maximum Journey Time	Monday to Saturday	29
Motherwell ¹	Milngavie	Carmyle	6.112	23563015	Maximum Journey Time	Monday to Saturday	29
Milngavie ¹	Motherwell	Blantyre	6.84	23563015	Maximum Journey Time	Monday to Saturday	29

1 Journey time protection applies between Glasgow Central and Milngavie only

Table 6.1: Journey Time Protection

1					2	3	4
Service Group HA06 Strathclyde Electric							
Service 569 – Glasgow – Gourock / Wemyss Bay							
From	To	Via	Description	TSC	Protection Type	Days of the week	Journey Time (minutes)
Glasgow	Gourock	Paisley	6.93 Slow	13569815	Maximum Journey Time	Monday to Saturday	53
Gourock	Glasgow	Paisley	6.95 Slow	13569815	Maximum Journey Time	Monday to Saturday	54

Table 6.1: Journey Time Protection

					2	3	4
Service Group HA06 Strathclyde Electric							
Service 573 – Glasgow – Ayr							
From	To	Via	Description	TSC	Protection Type	Days of the week	Journey Time (minutes)
Glasgow Central	Ayr	Paisley Gilmour Street	6.105	13573015	Maximum Journey Time	Monday to Saturday	57 with one service no more than 54
Ayr	Glasgow Central	Paisley Gilmour Street	6.106	13573015	Maximum Journey Time	Monday to Saturday	57 with one service no more than 54

Table 6.1: Journey Time Protection

					2	3	4
Service Group HA07 Strathclyde Diesel							
Service 561 – Glasgow – Cumbernauld – Falkirk Grahamston							
From	To	Via	Description	TSC	Protection Type (MJT or MKJT)	Days of the week	Journey Time (minutes)
Glasgow Queen St	Falkirk Grahamston	Stepps	7.1	13561015	Maximum Journey Time	Monday to Saturday	49
Falkirk Grahamston	Glasgow Queen St	Stepps	7.2	23578903	Maximum Journey Time	Monday to Saturday	48

Journey Time protection

- 6.1 The Train Operator has Firm Rights to Maximum Journey Times or Maximum Key Journey Times under this paragraph 6 only in relation to Passenger Train Slots which are the subject of and comply with Firm Rights under paragraph 2.1 and paragraph 4.1.
- 6.2 In respect of each Service listed in column 1 of Table 6.1, the Train Operator has Firm Rights to a Journey Time, being a Maximum Journey Time or Maximum Key Journey Time as specified by MJT or MKJT respectively in column 2, on the days listed in column 3, not exceeding the Journey Time listed in column 4.
- 6.3 Journey Times specified as Maximum Journey Times shall be increased or decreased (as the case may be) by an amount equal to any:
 - (a) increase or decrease in the relevant sectional running times applicable as at the date of this contract;
 - (b) increase or decrease in the relevant station dwell times applicable as at as at the date of this contract; and
 - (c) increase or decrease in the relevant performance allowances, engineering recovery allowances or any other allowances,as such sectional running times, station dwell times or allowances are established and may change in accordance with the Applicable Engineering Access Statement and/or the Applicable Timetable Planning Rules.
- 6.4 Journey Times specified as Maximum Key Journey Times are not subject to changes to the Applicable Engineering Access Statement or the Applicable Timetable Planning Rules, otherwise than in accordance with the provisions of paragraph 7.

7 Provisions applicable to Journey Time protection

Restriction on changes to the Engineering Access Statement and Timetable Planning Rules

7.1 In relation to the Applicable Engineering Access Statement and the Applicable Timetable Planning Rules:

- (a) subject to paragraphs 7.1(b) and 7.1(c), Network Rail shall not propose or agree to any amendments to the Applicable Engineering Access Statement or the Applicable Timetable Planning Rules which would prevent it from Scheduling a Journey Time in the Working Timetable which is equal to or less than the relevant Maximum Key Journey Time specified for every Passenger Train Slot specified in Table 6.1;
- (b) paragraph 7.1(a) shall not apply in relation to any such amendment which is proposed by the Train Operator or effected pursuant to the order of an appeal body under Part D of the Network Code or any other competent tribunal; and
- (c) Network Rail shall not be in breach of paragraph 7.1(a) to the extent that the failure to Schedule any Journey Time is the result of any Network Rail Restriction of Use, Competent Authority Restriction of Use, or Operator Restriction of Use, (as these terms are defined in or for the purposes of Part 3 of Schedule 4).

Network Change

7.2 If:

- (a) in any Timetable Period, 90 per cent or more of train movements which:
 - (i) are Scheduled in that Timetable Period; and
 - (ii) are Services to which in each case a Maximum Key Journey Time applies,
exceed the applicable Scheduled Journey Time; and
- (b) the failure of such train movements to achieve those Scheduled Journey Times is attributable to the condition or operation of the Network,

then a Network Change within the meaning of paragraph (iii) of the definition of Network Change shall be treated as having occurred and the provisions of Part G of the Network Code shall apply:

- (i) as if such Network Change had been proposed by Network Rail; and
- (ii) as if the revisions to Maximum Key Journey Times agreed under paragraph 7.3, or determined under paragraph 7.4, subject to any modification under paragraph 7.10, constitute the scope of the relevant Network Change,

and compensation shall be payable to the Train Operator accordingly.

Agreement of revised Maximum Key Journey Time

- 7.3 If under paragraph 7.2 a Network Change is treated as having occurred, the parties will try to agree a revised Maximum Key Journey Time for each such Maximum Key Journey Time affected by such Network Change.

Referral to ADRR

- 7.4 If the parties fail to agree such revised Maximum Key Journey Time(s) within 3 months of the request of either party for revision of the relevant Maximum Key Journey Time(s), either party may refer the matter for resolution in accordance with the ADRR. The parties shall agree in a Procedure Agreement, as defined in the ADRR, that in performing its function the relevant ADRR Forum must have regard to the following criteria:
- (a) Maximum Key Journey Times should be as short as is compatible with the development of a safe, reliable and robust timetable; and
 - (b) any relevant criteria which may have been published by ORR.

Provisions applicable to Maximum Key Journey Times and Maximum Journey Times

- 7.5 A Journey Time Review Notice is a notice given to the parties by ORR:
- (a) requiring them to enter into negotiations in good faith to vary such Journey Times set out in Table 6.1 as are specified in the notice;
 - (b) after consultation with the parties, the Secretary of State and such other persons as it considers appropriate; and
 - (c) containing its reasons for giving it.
- 7.6 As soon as reasonably practicable after the service of a Journey Time Review Notice, the parties shall begin and in good faith diligently pursue the negotiations in question.
- 7.7 If the parties reach agreement on the variations in question, they shall send a copy of them to ORR for its consent, together with a note of the reasons for them and an explanation of how they are consistent with its statutory duties.
- 7.8 If the parties fail to reach agreement on the variations in question within 45 days of the giving of a Journey Time Review Notice, either party may refer the matter for resolution in accordance with the ADRR. In such a case, the parties shall agree in a Procedure Agreement, as defined in the ADRR, that the relevant ADRR Forum shall reach a determination that is fair and reasonable on the basis of the following criteria:
- (i) Journey Times should be as short as is compatible with the development of a safe, reliable and robust timetable;
 - (ii) any relevant criteria which may have been published by ORR; and
 - (iii) the reasons for the service of the Journey Time Review Notice given by ORR in that notice.

Requirement for Office of Rail and Road's consent

7.9 Subject to paragraph 7.10, a variation:

- (a) agreed under paragraph 7.3;
- (b) agreed or determined as an outcome of a referral for resolution in accordance with the ADRR under any of the provisions of this paragraph 7; or
- (c) agreed under paragraph 7.7;

shall have effect:

- (i) only if ORR has given its consent to it; and
- (ii) from such date as is specified in that consent.

Office of Rail and Road's Modification Notice

7.10 A Modification Notice is a notice given to the parties by ORR:

- (a) specifying the changes which ORR requires be made to the proposed variations which have been:
 - (i) agreed under paragraph 7.3;
 - (ii) agreed or determined as an outcome of a referral for resolution in accordance with the ADRR under any of the provisions of this paragraph 7; or
 - (iii) specified in an agreement of the kind referred to in paragraph 7.7;
- (b) after consultation with the parties, the Secretary of State and such other persons as it considers appropriate; and
- (c) containing its reasons for giving it.

7.11 If a Modification Notice is given, this contract will have effect with the variations referred to in paragraph 7.10(a) as modified in accordance with the terms of the notice.

Office of Rail and Road's notice for substitution of date/period

7.12 ORR shall be entitled, by notice to the parties and the Secretary of State, to substitute for any date or period specified in paragraph 7.8, a date which is not more than 180 days later, or a period which is not more than 180 days longer, than that so specified.

Requirements for notice under paragraph 7.12

7.13 No notice under paragraph 7.12 may be given unless:

- (a) ORR has consulted the parties and the Secretary of State;
- (b) ORR has taken into account any representations or objections which have been made to it within such period as it has specified for the purpose; and

- (c) where the notice is given after the date or the expiry of the period to which it relates, it is given no later than 30 days after such date or expiry.

8 Other rights

Table 8.1: Platform Rights

Not Used

Platform rights

- 8.1 Subject to paragraph 8.2, the Train Operator has Firm Rights to have the Services specified in column 1 of Table 8.1, when departing from, calling at or terminating at the station specified in column 2, Scheduled to use the platforms set out in column 3.
- 8.2 Where the application of paragraph 8.1 would prevent Network Rail from providing Train Slots to satisfy another train operator's Firm Rights, Network Rail shall be entitled to vary the platform arrangements specified in Table 8.1 so as to provide the Train Operator with the best available alternative platform arrangements, being alternative platform arrangements which have the least detrimental effect on the Train Operator.

Table 8.2: Connections

Not Used

Connections

- 8.3 At each station in column 1 of Table 8.2, the Train Operator has Firm Rights to the number of connections specified in column 4 between the Services described in column 2 and the Services described in column 3.
- 8.4 A connection shall be deemed to have been made if the time Scheduled in the Working Timetable between the arrival of the Service in column 2 and the departure of the Service in column 3 is at or between the minimum and maximum connecting times set out in columns 5 and 6.

Table 8.3: Departure time ranges

Not Used

Departure time ranges

- 8.5 For each Service specified in column 1 of Table 8.3, the Train Operator has Firm Rights, on the Days specified in column 2, to departure times from the station specified in column 3 within the range specified in column 4.

Table 8.4: Stabling facilities

1	2	3
Stabling facility	Time available	Specified Equipment
Aberdeen Station ²	¹ Overnight 27 DMU vehicles	Class 158, 170 DMU
Carlisle Station ²	¹ Overnight 8 DMU vehicles	Class 156 DMU
Dundee Station ²	¹ Overnight 12 DMU vehicles (0001 to 2359 Monday - Saturday)	Class 158, Class 170 DMU
Dundee Station Sidings ²	0001 to 2359 daily – 12 DMU vehicles	Class 156, 158, 170 DMU
Edinburgh Waverley Station ²	¹ Overnight - 41 EMU/DMU vehicles Daytime weekend stabling - 12 EMU/DMU vehicles	Class 156, 158, 170 DMU, Class 322 EMU
Inverness Station ²	Overnight 2 x DMU vehicles Saturday night only	Class 158, 170 DMU
Perth Station ²	¹ Overnight 24 DMU vehicles	Class 156, 158, 170 DMU
Perth Carriage Sidings ²	0001 to 2359 daily – 21 DMU vehicles	Class 156, 158, 170 DMU

1 Terminal platforms only.

2 Stabling rights cease to apply after Principal Change Date December 2016.

Stabling facilities

- 8.6 The Train Operator has Firm Rights to use the Stabling facility specified in column 1 of Table 8.4 between the hours specified in column 2 for the purposes of Stabling the Specified Equipment specified in column 3.

Table 8.5: Turnaround times

Not Used

Turnaround times

- 8.7 At each station in column 2 of Table 8.5, the Train Operator has Firm Rights for each corresponding Service specified in column 1 to a turnaround time equal to or greater than the minimum time specified in column 3 but not exceeding the maximum time specified in column 4.

Table 8.6: Quantum of Additional Calls

Not Used

Quantum of additional calls

- 8.8 The Train Operator has Firm Rights to have Scheduled, in respect of each Service specified in column 1 of Table 8.6, the number of calls specified in column 3 at the station(s) specified opposite that Service in column 2, such stations also being listed as “Additional Stations” in column 3 of Table 4.1.

This is Schedule 6 referred to in the foregoing Track Access Agreement between Network Rail Infrastructure Limited and Abellio ScotRail Limited

SCHEDULE 6: EVENTS OF DEFAULT, SUSPENSION AND TERMINATION

1 Events of Default

1.1 Train Operator Events of Default

The following are Train Operator Events of Default:

- (a) the Train Operator ceases to be authorised to be the operator of trains for the provision of the Services in accordance with Clause 3.2(a);
- (b) an Insolvency Event occurs in relation to the Train Operator or the Franchisee;
- (c) (i) any breach by the Train Operator of this contract, its Safety Obligations or any of the Collateral Agreements; or
(ii) any event or circumstance which is reasonably likely to result in any such breach,
which, by itself or taken together with any other such breach, event or circumstance, Network Rail reasonably considers constitutes a threat to the safe operation of any part of the Network;
- (d) any Track Charges or other amount due by the Train Operator to Network Rail under this contract remain unpaid for more than seven days after their due date;
- (e) any breach of this contract or any material breach of any of the Collateral Agreements by the Train Operator which, by itself or taken together with any other such breach, results, or is likely to result, in material financial loss to Network Rail;
- (f) any breach of this contract or any material breach of any of the Collateral Agreements by the Train Operator which, by itself or taken together with any other such breach, results, or is likely to result, in material disruption to train operations of other train operators; and
- (g) the Franchise Agreement is terminated.

1.2 Notification

The Train Operator shall notify Network Rail promptly on becoming aware of the occurrence of a Train Operator Event of Default.

1.3 Network Rail Events of Default

The following are Network Rail Events of Default:

- (a) Network Rail ceases to be authorised to be the operator of that part of the Network comprising the Routes by a licence granted under section 8 of the Act unless exempt from the requirement to be so authorised under section 7 of the Act;
- (b) an Insolvency Event occurs in relation to Network Rail;

- (c) (i) any breach by Network Rail of this contract, its Safety Obligations or any of the Collateral Agreements; or
- (ii) any event or circumstance which is reasonably likely to result in any such breach,
which, by itself or taken together with any other such breach, event or circumstance the Train Operator reasonably considers constitutes a threat to the safe operation of the Services or any Ancillary Movements; and
- (d) any breach of this contract or any material breach of any of the Collateral Agreements by Network Rail which, by itself or taken together with any other such breach, results, or is likely to result, in material financial loss to the Train Operator.

1.4 *Notification*

Network Rail shall notify the Train Operator promptly on becoming aware of the occurrence of a Network Rail Event of Default.

2 **Suspension**

2.1 *Right to suspend*

2.1.1 Network Rail may serve a Suspension Notice where a Train Operator Event of Default has occurred and is continuing.

2.1.2 The Train Operator may serve a Suspension Notice where a Network Rail Event of Default has occurred and is continuing.

2.2 *Contents of Suspension Notice*

A Suspension Notice shall specify:

- (a) the nature of the relevant Event of Default;
- (b) the date and time at which suspension is to take effect;
- (c) in the case of a Suspension Notice served on the Train Operator, reasonable restrictions imposed while the Suspension Notice is in force on the permission to use the Routes or any parts of them or any other part of the Network;
- (d) in the case of a Suspension Notice served on Network Rail, details of any necessary suspension of the Services; and
- (e) whether the party serving the Suspension Notice reasonably considers that the Event of Default is capable of remedy, and where the Event of Default is capable of remedy:
 - (i) the steps reasonably required to remedy the Event of Default; and
 - (ii) a reasonable grace period for the defaulting party to remedy it (where the Event of Default which has occurred is a failure to pay Track Charges or other amount due, seven days shall be a reasonable grace period).

2.3 *Effect of Suspension Notice served by Network Rail*

Where Network Rail has served a Suspension Notice on the Train Operator:

- (a) the Train Operator shall comply with any reasonable restrictions imposed on it by the Suspension Notice;
- (b) the Suspension Notice shall remain in full force and effect in accordance with its terms until it has been revoked either in whole or in part by notice from Network Rail to the Train Operator under paragraph 2.5.4;
- (c) service of the Suspension Notice shall not affect the Train Operator's continuing obligation to pay the Track Charges; and
- (d) service of the Suspension Notice shall not affect the Train Operator's Firm Rights (as defined in Schedule 5) for the purposes of Part D of the Network Code.

2.4 *Effect of a Suspension Notice served by the Train Operator*

Where the Train Operator has served a Suspension Notice on Network Rail:

- (a) it shall have the effect of suspending the Train Operator's permission to use the Routes to provide the Services to the extent specified in the Suspension Notice;
- (b) in relation to Services suspended by the Suspension Notice, the amount of the Fixed Track Charge (as that term is defined in Schedule 7) shall be abated on a daily basis by an amount equal to the proportion of passenger vehicle miles not run on any day due to the suspension divided by the passenger vehicle miles timetabled for the Corresponding Day to that day (as that term is defined and determined under Part 3 of Schedule 4), as multiplied by the daily amount of the Fixed Track Charge (as so defined);
- (c) the Suspension Notice shall remain in full force and effect in accordance with its terms until it has been revoked either in whole or in part by notice from the Train Operator to Network Rail under paragraph 2.5.4; and
- (d) the service of the Suspension Notice shall not affect the Train Operator's Firm Rights (as defined in Schedule 5) for the purposes of Part D of the Network Code.

2.5 *Suspension to be proportionate to breach*

2.5.1 A Suspension Notice served under paragraph 2.3 in respect of any of the Train Operator Events of Default specified in paragraphs (a) and (c) to (f) (inclusive) of paragraph 1.1 shall, so far as reasonably practicable, apply only to the:

- (a) railway vehicles;
- (b) Services;
- (c) Routes; and
- (d) categories of train movements or railway vehicles,
(or (as the case may be) parts or part of them) to which the relevant Train Operator Event of Default relates.

- 2.5.2 A Suspension Notice served under paragraph 2.4 in respect of any of the Network Rail Events of Default specified in paragraphs 1.3(a), (c) and (d) shall, so far as reasonably practicable, apply only to the:
- (a) railway vehicles;
 - (b) Services;
 - (c) Routes; and
 - (d) categories of train movements or railway vehicles, (or (as the case may be) parts or part of them) to which the relevant Network Rail Event of Default relates.
- 2.5.3 The party served with a Suspension Notice which specifies an Event of Default which is capable of remedy shall:
- (a) with all reasonable diligence, take such steps as are specified in the Suspension Notice to remedy the Event of Default; and
 - (b) keep the party serving the Suspension Notice fully informed of the progress which is being made in remedying the Event of Default.
- 2.5.4 Where a party served with a Suspension Notice has complied with its obligations under paragraph 2.5.3 (whether in whole or in part) and it is reasonable for the suspension effected by the Suspension Notice to be revoked (whether in whole or in part), the party which served the Suspension Notice shall revoke the suspension to that extent. Such revocation shall be effected as soon as practicable after the remedy in question by notice to the other party specifying the extent of the revocation and the date on which it is to have effect.

3 Termination

3.1 *Network Rail's right to terminate*

Network Rail may serve a Termination Notice on the Train Operator:

- (a) where the Train Operator fails to comply with any material restriction in a Suspension Notice;
- (b) where the Train Operator fails to comply with its obligations under paragraph 2.5.3;
- (c) where the Train Operator Event of Default specified in paragraph 1.1(a) has occurred and is continuing; or
- (d) where the Train Operator Event of Default specified in a Suspension Notice served by Network Rail is not capable of being remedied and three months have elapsed from the service of that Suspension Notice.

3.2 *Train Operator's right to terminate*

The Train Operator may serve a Termination Notice on Network Rail:

- (a) where Network Rail fails to comply with its obligations under paragraph 2.5.3;
- (b) where the Network Rail Event of Default specified in paragraph 1.3(a) has occurred and is continuing; or

- (c) where the Network Rail Event of Default specified in a Suspension Notice served by the Train Operator is not capable of being remedied and three months have elapsed from the service of that Suspension Notice.

3.3 *Contents of Termination Notice*

A Termination Notice shall specify:

- (a) the nature of the relevant Event of Default;
- (b) a date and time, which shall be reasonable in the circumstances, at which termination is to take effect; and
- (c) whether the party serving the Termination Notice reasonably considers that the Event of Default is capable of remedy, and where the relevant Event of Default is capable of remedy:
 - (i) the steps which the party serving the Termination Notice believes are reasonably required to remedy the Event of Default; and
 - (ii) a reasonable grace period within which such steps may be taken (where the Event of Default is a failure of the Train Operator to pay Track Charges or other amounts due, seven days is a reasonable grace period).

3.4 *Effect of Termination Notice*

Where Network Rail or the Train Operator has served a Termination Notice on the other:

- (a) the service of the Termination Notice shall not affect the parties' continuing obligations under this contract up to the date of termination, which date shall be determined in accordance with paragraph 3.4(c);
- (b) the party which has served the Termination Notice shall withdraw it by notice to the other party, upon being reasonably satisfied that the relevant Event of Default has been remedied; and
- (c) this contract shall terminate on the later of:
 - (i) the date and time specified in the Termination Notice for the contract to terminate (or such later date and time as the party which served the Termination Notice notifies to the other before the date and time so specified); and
 - (ii) the date on which a copy of the Termination Notice is given to ORR.

4 Consequence of termination

4.1 *Directions regarding location of Specified Equipment*

Immediately before, upon or following termination or expiry of this contract, the Train Operator shall comply or procure compliance with all reasonable directions given by Network Rail concerning the location of the Specified Equipment.

4.2 *Failure to comply with directions*

If the Train Operator fails to comply with any directions given under paragraph 4.1, Network Rail shall be entitled to remove from the Network or Stable any Specified Equipment left on the Network or to instruct a third party to do so and any reasonable costs incurred by Network Rail in taking such steps shall be paid promptly by the Train Operator.

4.3 *Evidence of costs*

Network Rail shall provide such evidence of such costs as are referred to in paragraph 4.2 as the Train Operator shall reasonably request.

**This is Schedule 7 Referred to in the foregoing Track Access Agreement
between Network Rail Infrastructure Limited And Abellio Scotrail Limited**

SCHEDULE 7: TRACK CHARGES AND OTHER PAYMENTS

PART 1: INTERPRETATION

1 Definitions

In Parts 1-7 inclusive, unless the context otherwise requires:

- “2008 Final Determinations”** means the document entitled “Periodic Review 2008: Determination of Network Rail’s outputs and funding for 2009-14” published by ORR on 30 October 2008;
- “2013 Final Determination”** means the document entitled “Periodic Review 2013: Final determination of Network Rail’s outputs and funding for 2014-19” published by ORR on 31 October 2013;
- “access charges review”** has the meaning ascribed to it by Schedule 4A to the Act;
- “AC System”** means the alternating current system of electricity traction supply on the Network;
- “Aggregate Fixed Charges”** means, in any Relevant Year t , the sum of the values of F_t under paragraph 1 of Part 2 and the corresponding provisions of each other relevant access agreement;
- “Basic Value”** has the meaning ascribed to it in paragraph 1.1(a) of Part 3A;
- “Capacity Charge”** means a variable charge, calculated in accordance with paragraph 6 of Part 2;
- “DC System”** means the direct current system of electricity traction supply on the Network;
- “Deed of Grant”** means the Deed of Grant made on or about 20 December 2013 between the Secretary of State and Network Rail;
- “Default Charge”** means a variable charge calculated in accordance with paragraph 3.3 of Part 2;

“Default Period”	<p>means the period from the later of:</p> <p>(a) the date on which the New Specified Equipment is first used on the Network by the Train Operator; or</p> <p>(b) 1 April 2014,</p> <p>until the date on which ORR consents to or determines a supplement to the Track Usage Price List under paragraph 9.10 of Part 2 in respect of that New Specified Equipment;</p>
“Default Rate”	<p>means, in respect of any New Specified Equipment used on the Network by the Train Operator, the corresponding passenger default rate for that type of vehicle set out in the section of the Track Usage Price List entitled “Passenger Variable Usage Charge default rates”;</p>
“Default Train Consist Data”	<p>means the data listed in Appendix 7C as amended from time to time in accordance with paragraph 10.4 of Part 2;</p>
“Delivery Plan”	<p>means the document, including its supporting documentation, published by Network Rail on or about 31 March 2014 setting out its delivery plan for the period 1 April 2014 – 31 March 2019;</p>
“Efficiency Benefit Share”	<p>means the amount determined in accordance with paragraph 5.1 of Part 2;</p>
“Electrification Asset Usage Charge”	<p>means a charge for electrification asset usage, calculated in accordance with paragraph 8 of Part 2;</p>
“excluded change”	<p>means, in relation to paragraph 2(a) of Part 7, a change to the arrangements established between Network Rail and any other person in respect of the payment of any amount under sections 6 or 8 of the Railways Act 2005;</p>
“Fixed Track Charge”	<p>means a fixed annual charge, calculated in accordance with paragraph 1 of Part 2;</p>
“Fixed Track Charge Indexation”	<p>has the meaning ascribed to it in paragraph 2 of Part 2;</p>

“Geographic Area g”	means, for the purposes of performing the calculations set out in paragraph 4 of Part 2 and paragraph 18 of the Traction Electricity Rules, the relevant geographic section of the Network, as set out in Appendix 5 of the Traction Electricity Rules;
“Grant Amount”	has the meaning ascribed to it in paragraph 1.2 of Part 3A;
“Gross Tonne Mile”	in relation to a train, means a mile travelled on the Network, multiplied by each tonne of the aggregate weight of the train in question;
“Initial Indexation Factor”	is derived from the following formula: $\text{IIF} = \left(1 + \frac{(\text{RPI}_{2013} - \text{RPI}_{2012})}{\text{RPI}_{2012}} \right)^2$ <p>where:</p> <p>IIF means the Initial Indexation Factor;</p> <p>RPI₂₀₁₂ means the RPI published or determined with respect to the month of November 2012; and</p> <p>RPI₂₀₁₃ means the RPI published or determined with respect to the month of November 2013;</p>
“kgtm”	means 1000 Gross Tonne Miles;
“kWh”	means kilowatt hours;
“List of Capacity Charge Rates”	means the document entitled “List of Capacity Charge Rates” published by Network Rail on or about 20 December 2013 which, for the purposes of this contract, shall be deemed to incorporate any supplements to that document consented to or determined pursuant to paragraph 9.10 of Part 2 of Schedule 7 to this contract or a passenger track access contract previously held by the Train Operator;

“Material Alliance Agreement”

means a legally binding agreement between:

- (a) Network Rail and the Train Operator; or
- (b) Network Rail, the Train Operator and one or more other train operators; or
- (c) Network Rail and one or more other train operators,

establishing an alliance under which the parties to such legally binding agreement agree to share risk or reward or both on a REBS Route or part thereof on which the Train Operator operates Services and which is likely to have a material direct financial impact on one or more elements of Network Rail’s costs or income included within the Route Baseline;

“Metered Train m”

means, as the context requires, either:

- (a) a train of a particular type; or
- (b) a specific train having a train ID,

in either case as specified in Appendix 7D of this Schedule 7 or Appendix 2 or Appendix 4 of the Traction Electricity Rules;

“Network Rail Distribution System Loss Factor”

means the relevant factor that represents the electrical losses between the On-Train Meter and Network Rail’s meter through which it purchases traction electricity for the AC System or the DC System in Geographic Area g, as set out in Appendix 3 of the Traction Electricity Rules;

“Network Rail Rebate”

has the meaning ascribed to it in paragraph 7.1 of Part 2;

“New Specified Equipment”

means a type of railway vehicle not included in the section of the Track Usage Price List entitled “Passenger Variable Usage Charge rates”;

“On-Train Meter” and “On-Train Metering”

have the meanings ascribed to them in paragraph 1.2 of the Traction Electricity Rules;

“Outperformance Cap”

means the maximum possible amount in pounds sterling that can be attributed to a REBS Outperformance as published by Network Rail in its Delivery Plan;

“Outperformance Sum”	means the lower of: <ul style="list-style-type: none"> (a) the Outperformance Cap as indexed in accordance with paragraph 1.11 of Part 3; and (b) 25% of the amount in pounds sterling which ORR, in its annual efficiency and finance assessment of Network Rail, determines in respect of the REBS Outperformance;
“Payment Date”	has the meaning ascribed to it in paragraph 1.1(b) of Part 3A;
“Period”	has the meaning ascribed to it in Schedule 8;
“Power Factor Correction”	means the relevant power factor correction as set out in Appendix 2 of the Traction Electricity Rules;
“Rebatable Amount”	has the meaning ascribed to it in paragraph 7.2 of Part 2;
“REBS Outperformance”	means the situation where ORR’s annual efficiency and finance assessment of Network Rail in respect of the REBS Route in Relevant Year t has identified, in accordance with the methodology and principles set out in Chapter 19 of the 2013 Final Determination, that Network Rail’s performance has exceeded the performance set in the Route Baseline as indexed in accordance with paragraph 1.10 of Part 3;
“REBS Route”	means a route specified in the table in Appendix 7A for the purposes of the Route-Level Efficiency Benefit Share Mechanism;
“REBS Underperformance”	means the situation where ORR’s annual efficiency and finance assessment of Network Rail in respect of the REBS Route in Relevant Year t has identified, in accordance with the methodology and principles set out in Chapter 19 of the 2013 Final Determination, that Network Rail’s performance has not achieved the performance set in the Route Baseline as indexed in accordance with paragraph 1.10 of Part 3;

“relevant access agreement”	<p>means an access agreement under which any of the following persons obtains permission from Network Rail to use the Network:</p> <ul style="list-style-type: none"> (a) a franchise operator; or (b) a concession operator within the meaning of the Merseyrail Electrics Network Order 2003; or (c) a TfL concessionaire within the meaning of the Railways (North and West London Lines) Exemption Order 2007; or (d) any other person who benefits from a franchise exemption (within the meaning of section 24(13) of the Act) in relation to services for the carriage of passengers by railway; or (e) a relevant franchising authority (as defined in section 30(3B) of the Act) or a person providing services for the carriage of passengers by railway on behalf of a relevant franchising authority under section 30 of the Act;
“Relevant Year”	<p>means a year commencing at 0000 hours on 1 April and ending at 2359 hours on the following 31 March; “Relevant Year t” means the Relevant Year for the purposes of which any calculation falls to be made; “Relevant Year t-1” means the Relevant Year preceding Relevant Year t; and similar expressions shall be construed accordingly;</p>
"Route Baseline"	<p>means the baseline value in respect of a REBS Route in Relevant Year t that is published by Network Rail in its Delivery Plan;</p>
“Route-Level Efficiency Benefit Share”	<p>has the meaning ascribed to it in paragraph 1.1 of Part 3;</p>
“Route-Level Efficiency Benefit Share Mechanism”	<p>means the provisions for the calculation and payment of the Route-Level Efficiency Benefit Share in respect of one or more REBS Routes as described in paragraph 1 of Part 3;</p>
“route type k”	<p>means route type k as identified by type of electrification (AC (OLE) or DC) in the Track Usage Price List;</p>

“RPI” means the General Index of Retail Prices All Items measured by CHAW and published each month, or:

- (a) if the index for any month in any year shall not have been published on or before the last day of the third month after such month, such index for such month or months as ORR may (after consultation with the parties and such other persons as it considers appropriate) determine to be appropriate in the circumstances; or
- (b) if there is a material change in the basis of the index, such other index as ORR may (after consultation with the parties and such other persons as it considers appropriate) determine to be appropriate in the circumstances;

“Schedule of Fixed Charges” means:

£m, 12/13 prices

2014/15	∞
2015/16	∞
2016/17	∞
2017/18	∞
2018/19	∞

“Scottish Grant Compensation Amount” has the meaning ascribed to it in paragraph 3.2 of Part 3A;

“Scottish Grant Dilution” has the meaning ascribed to it in paragraph 2.1 of Part 3A;

“Scottish Grant Dilution Date” has the meaning ascribed to it in paragraph 2.2 of Part 3A;

“Service Coded Group” means any Service or collection of Services or Ancillary Movements operating under a service code specified in the List of Capacity Charge Rates and any Ancillary Movements relating to such Services;

“tariff band j” means the tariff zone and time band in which the train in question is operated;

“Tolerance Factor” means the relevant Tolerance Factor as set out in Appendix 4 of the Traction Electricity Rules;

- “Track Usage Price List”** means the document entitled “Track Usage Price List” published by Network Rail on or about 20 December 2013 which, for the purposes of this contract, shall be deemed to incorporate any supplements to that document consented to or determined pursuant to paragraph 9.10 of Part 2 of Schedule 7 to this contract or a passenger track access contract previously held by the Train Operator;
- “Traction Electricity Charge”** means a variable charge for traction current calculated in accordance with paragraph 4 of Part 2;
- “Traction Electricity Modelled Consumption Rates List”** means the document entitled “Traction Electricity Modelled Consumption Rates List” published by Network Rail on or about 20 December 2013 and specifying freight and passenger traction electricity modelled consumption rates which, for the purposes of this contract, shall be deemed to incorporate any supplements to that document consented to or determined pursuant to paragraph 9.10 of Part 2 of Schedule 7 to this contract or a passenger track access contract previously held by the Train Operator;
- “train category i”** means train category i as identified in the relevant section of the Traction Electricity Modelled Consumption Rates List, being either:
- (a) where there is a modelled consumption rate for a particular passenger vehicle type operating on a particular Train Service Code, the relevant category set out in the table entitled "Passenger Traction Electricity Modelled Consumption Rates for CP5"; or
 - (b) in respect of any other passenger vehicle type not referred to in paragraph (a), the relevant category set out in the table entitled "Generic Traction Electricity Modelled Consumption Rates for CP5";
- “Train Consist Data”** means the information relating to the number(s) and type(s) of railway vehicle comprised in a train movement;
- “Train Mile”** in relation to a train, means a mile travelled by that train on the Network;

“Train Service Code”	has the meaning ascribed to it in paragraph 1.1 of Schedule 5;
“Underperformance Cap”	means the maximum possible amount in pounds sterling that can be attributed to a REBS Underperformance as published by Network Rail in its Delivery Plan;
“Underperformance Sum”	means the lower of: <ul style="list-style-type: none"> (a) the Underperformance Cap as indexed in accordance with paragraph 1.11 of Part 3; and (b) 10% of the amount in pounds sterling which ORR, in its annual efficiency and finance assessment of Network Rail, determines in respect of the REBS Underperformance;
“Variable Charges”	means the Capacity Charge, the Default Charge, the Electrification Asset Usage Charge, the Variable Usage Charge and the Traction Electricity Charge;
“Variable Usage Charge”	means a variable charge, calculated in accordance with paragraph 3.1 of Part 2;
“Vehicle Mile”	in relation to a railway vehicle, means a mile travelled by that vehicle on the Network;
“Volume Reconciliation”	has the meaning ascribed to it in the Traction Electricity Rules; and
“Weekday”	has the meaning ascribed to it in paragraph 1.1 of Schedule 5.

2 Interpretation

The provisions of Clause 1.2(e) of this contract shall not apply to any references to the Deed of Grant in this Schedule 7.

PART 2: TRACK CHARGES

1 Principal formula

During each Relevant Year (and, in respect of F_t , prorated for each day of any period of this contract comprising less than a full Relevant Year), Network Rail shall levy and the Train Operator shall pay Track Charges in accordance with the following formula:

$$T_t = F_t + V_t + D_t + E_t + K_t + EAV_t - BS_t - W_t$$

where:

- T_t means Track Charges in Relevant Year t ;
- F_t means an amount in respect of the Fixed Track Charge in Relevant Year t , which shall be:
- (a) in respect of the Relevant Year commencing on 1 April 2014, the total of the amounts set out in the row relating to the Train Operator and the column relating to that year in the Schedule of Fixed Charges, multiplied by the Fixed Track Charge Indexation calculated in accordance with paragraph 2.1; and
 - (b) in respect of any Relevant Year t commencing on or after 1 April 2015, the total of the amounts set out in the row relating to the Train Operator and the column relating to that year in the Schedule of Fixed Charges, multiplied by the Fixed Track Charge Indexation for that year calculated in accordance with paragraph 2.2;
- V_t means an amount in respect of the Variable Usage Charge in Relevant Year t which is derived from the formula in paragraph 3.1;
- D_t means an amount (if any) in respect of the Default Charge in Relevant Year t which is calculated in accordance with paragraph 3.3;
- E_t means an amount in respect of the Traction Electricity Charge in Relevant Year t which is derived from the formula in paragraph 4;
- K_t means an amount in respect of the Capacity Charge in Relevant Year t which is derived from the formula in paragraph 6;
- EAV_t means an amount in respect of the Electrification Asset Usage Charge, calculated in accordance with the formula in paragraph 8;
- BS_t means an amount (which shall not be a negative value) in respect of the Efficiency Benefit Share in Relevant Year t which is determined in accordance with paragraph 5.1; and
- W_t means an amount (which shall not be a negative value) in respect of the Network Rail Rebate in Relevant Year t , calculated in accordance with the provisions of paragraph 7.1.

2 Fixed Track Charge Indexation

- 2.1 The Fixed Track Charge Indexation in respect of the Relevant Year commencing on 1 April 2014 shall be derived from the following formula:

$$FTCI_{2014} = \text{Initial Indexation Factor}$$

where:

$FTCI_{2014}$ means the Fixed Track Charge Indexation in respect of the Relevant Year commencing on 1 April 2014.

- 2.2 The Fixed Track Charge Indexation in respect of any Relevant Year t commencing on or after 1 April 2015 shall be derived from the following formula:

$$FTCI_t = \left(1 + \frac{(RPI_{t-1} - RPI_{2013})}{RPI_{2013}} \right) \bullet \text{Initial Indexation Factor}$$

where:

$FTCI_t$ means the Fixed Track Charge Indexation in Relevant Year t ;

RPI_{t-1} means the RPI published or determined with respect to the month of November in Relevant Year $t-1$; and

RPI_{2013} means the RPI published or determined with respect to the month of November 2013.

3 Variable Usage Charge

3.1 Variable Usage Charge

For the purposes of paragraph 1, the term V_t means an amount in respect of the Variable Usage Charge in Relevant Year t which is derived from the following formula:

$$V_t = \sum V_{it} \bullet UV_{it}$$

where:

V_{it} means an amount for vehicle type i for Relevant Year t which is derived from the following formula:

$$V_{it} = V_{it-1} \cdot \left(1 + \frac{(RPI_{t-1} - RPI_{t-2})}{RPI_{t-2}} \right)$$

where:

RPI_{t-1} has the meaning set out in paragraph 2.2 above; and

RPI_{t-2} means the RPI published or determined with respect to the month of November in Relevant Year $t-2$,

but so that in relation to the Relevant Year commencing on 1 April 2014, V_{it} shall have, in respect of vehicle type i , the corresponding variable usage charge rate per Vehicle Mile for that vehicle type i set out in the Track Usage Price List, multiplied by the Initial Indexation Factor; and in relation to the next following Relevant Year V_{it-1} shall have the same value;

UV_{it} means the actual volume of usage (in Vehicle Miles) in Relevant Year t of vehicle type i (referred to in the Track Usage Price List) operated by or on behalf of the Train Operator; and

Σ means the summation across all relevant categories of vehicle types i .

3.2 *Not used*

3.3 *Default Charge*

For the purposes of paragraph 1, the term D_t means the amount of Default Charge payable in respect of New Specified Equipment in Relevant Year t which is derived from the following formula:

$$D_t = \sum D_{nt} \cdot UD_{nt}$$

where:

D_{nt} means the Default Rate for that New Specified Equipment for Relevant Year t which is derived from the following formula:

$$D_{nt} = D_{nt-1} \cdot \left(1 + \frac{(RPI_{t-1} - RPI_{t-2})}{RPI_{t-2}} \right)$$

where:

RPI_{t-1} has the meaning set out in paragraph 2.2 above; and

RPI_{t-2} has the meaning set out in paragraph 3.1 above,

but so that in relation to the Relevant Year commencing on 1 April 2014, D_{nt} shall have, in respect of New Specified Equipment, the corresponding Default Rate for that New Specified Equipment, multiplied by the Initial Indexation Factor; and in relation to the next following Relevant Year D_{nt-1} shall have the same value;

UD_{nt} means the actual volume of usage of New Specified Equipment in Vehicle Miles during the Default Period in Relevant Year t operated by or on behalf of the Train Operator; and

Σ means the summation across all relevant New Specified Equipment.

4 Traction Electricity Charge

4.1 For the purposes of paragraph 1, the term E_t means an amount in respect of the Traction Electricity Charge in Relevant Year t , which is derived from the following formula:

$$E_t = E_{tmo} + E_{tme} + E_{tmuAC} + E_{tmuDC}$$

where:

E_{tmo} means an amount calculated in accordance with paragraph 4.1.2 below;

E_{tme} means an amount calculated in accordance with paragraph 4.1.3 below;

E_{tmuAC} means an amount calculated in accordance with paragraph 4.1.4(a) below; and

E_{tmuDC} means an amount calculated in accordance with paragraph 4.1.4(b) below.

Circumstances in which calculation to be based on modelled data and circumstances in which calculation to be based on metered data

4.1.1 E_{tmo} shall be calculated in respect of all trains other than those identified in the table at Appendix 7D, and E_{tme} , E_{tmuAC} and E_{tmuDC} shall be calculated in respect of the trains identified in the table at Appendix 7D.

Calculation of modelled consumption

4.1.2 E_{tmo} is derived from the following formula:

$$E_{tmo} = \Sigma E_{tmog}$$

where:

Σ means the summation across all Geographic Areas g , as appropriate;

E_{tmog} is derived from the following formula:

$$E_{tmog} = \sum C_i \bullet EF_{gjt} \bullet UE_{igt}$$

where:

Σ means the summation across all relevant train categories i (determined in accordance with paragraph 4.1.1 above) and tariff bands j, as appropriate;

C_i means the modelled consumption rate:

(iv) in kWh per electrified Train Mile in relation to passenger electric multiple units (using the rate for the relevant number of units); and

(v) in kWh per electrified kgm in relation to locomotive-hauled units and all freight traffic,

for train category i shown in the Traction Electricity Modelled Consumption Rates List, taking into account any Regenerative Braking Discount applied in accordance with the Traction Electricity Rules;

EF_{gjt} means the charge for traction current (in pence per kWh) consumed by railway vehicles operated by or on behalf of the Train Operator in Geographic Area g, in tariff band j and in Relevant Year t as agreed or determined pursuant to paragraph 19 of the Traction Electricity Rules; and

UE_{igt} means the actual volume of usage (in electrified Vehicle Miles in relation to passenger electric multiple units or electrified kgm in relation to locomotive-hauled units and all freight traffic), if any, of trains operated by or on behalf of the Train Operator in train category i, in Geographic Area g, in tariff band j and in Relevant Year t, pursuant to this contract.

Calculation of consumption using metered consumption data

4.1.3 E_{tme} is derived from the following formula:

$$E_{tme} = \sum E_{tmeg}$$

where:

Σ means the summation across all Geographic Areas g, as appropriate;

E_{tmeg} is derived from the following formula:

$$E_{tmeg} = \sum [((CME_{mijt} \bullet PF_m \bullet EF_{gjt}) - (RGB_{mijt} \bullet PF_m \bullet EF_{gjt})) \bullet (1 + \delta m)]$$

where:

Σ means the summation across all relevant Metered Trains m (determined in accordance with paragraph 4.1.1 above) and tariff bands j, as appropriate;

CME_{mijt} means the consumption of electricity (in kWh) by Metered Trains m operated by or on behalf of the Train Operator, as

measured by the On-Train Meters or as otherwise determined in accordance with the Traction Electricity Rules, in Geographic Area g, tariff band j and in Relevant Year t;

PF_m means the Power Factor Correction for the relevant train type for Metered Train m;

EF_{gjt} means the charge for traction current (in pence per kWh) consumed by railway vehicles operated by or on behalf of the Train Operator in Geographic Area g, in tariff band j and in Relevant Year t as agreed or determined pursuant to paragraph 19 of the Traction Electricity Rules;

RGB_{mgjt} means the electricity (in kWh) generated by braking by Metered Trains m operated by or on behalf of the Train Operator, as measured by the On-Train Meters or as otherwise determined in accordance with the Traction Electricity Rules, in Geographic Area g, tariff band j and in Relevant Year t; and

δ_m means the Tolerance Factor for the relevant train type for Metered Train m.

4.1.4

(a) E_{tmuAC} is derived from the following formula:

$$E_{tmuAC} = \Sigma E_{tmugAC}$$

where:

Σ means the summation across all Geographic Areas g, as appropriate;

E_{tmugAC} is derived from the following formula:

$$E_{tmugAC} = \Sigma [(CME_{mgjtAC} \bullet PF_m \bullet EF_{gjt}) \bullet (1 + \delta_m)] \bullet \lambda_{ACg}$$

where:

Σ means the summation across all relevant Metered Trains m (determined in accordance with paragraph 4.1.1 above) and tariff bands j, as appropriate;

CME_{mgjtAC} means the consumption of electricity (in kWh) from the AC System by Metered Trains m operated by or on behalf of the Train Operator, as measured by the On-Train Meters or as otherwise determined in accordance with the Traction Electricity Rules, in Geographic Area g, tariff band j and in Relevant Year t;

PF_m means the Power Factor Correction for the relevant train type for Metered Train m;

EF_{gjt} means the charge for traction current (in pence per kWh) consumed by railway vehicles operated by or on behalf of the Train Operator in Geographic Area g, in tariff band j

and in Relevant Year t as agreed or determined pursuant to paragraph 19 of the Traction Electricity Rules;

δ_m means the Tolerance Factor for the relevant train type for Metered Train m; and

λ_{ACg} means the Network Rail Distribution System Loss Factor for the AC System in Geographic Area g.

(b) E_{tmuDC} is derived from the following formula:

$$E_{tmuDC} = \Sigma E_{tmugDC}$$

where:

Σ means the summation across all Geographic Areas g, as appropriate;

E_{tmugDC} is derived from the following formula:

$$E_{tmugDC} = \Sigma [(CME_{mjgtDC} \bullet EF_{gjt}) \bullet (1 + \delta_m)] \bullet \lambda_{DCg}$$

where:

Σ means the summation across all relevant Metered Trains m (determined in accordance with paragraph 4.1.1 above) and tariff bands j, as appropriate;

CME_{mjgtDC} means the consumption of electricity (in kWh) from the DC System by Metered Trains m operated by or on behalf of the Train Operator, as measured by the On-Train Meters or as otherwise determined in accordance with the Traction Electricity Rules, in Geographic Area g, tariff band j and in Relevant Year t;

EF_{gjt} means the charge for traction current (in pence per kWh) consumed by railway vehicles operated by or on behalf of the Train Operator in Geographic Area g, in tariff band j and in Relevant Year t as agreed or determined pursuant to paragraph 19 of the Traction Electricity Rules;

δ_m means the Tolerance Factor for the relevant train type for Metered Train m; and

λ_{DCg} means the Network Rail Distribution System Loss Factor for the DC System in Geographic Area g.

Election to introduce On-Train Metering for a vehicle or vehicle type

4.2 (a) If the Train Operator wishes to propose the introduction of On-Train Metering to measure traction electricity consumption for a vehicle or

vehicles of a vehicle type that the Train Operator operates for the purposes of being invoiced by Network Rail for traction electricity, it shall notify Network Rail of any required changes to the contract in connection with that proposal.

- (b) Any notice under sub-paragraph 4.2(a) shall be accompanied by information and evidence in reasonable detail supporting the changes proposed and setting out the reasons for those changes, and Network Rail shall respond in writing within 56 days of service of any such notice.
- (c) Promptly following any response served by Network Rail under sub-paragraph 4.2(b), the parties shall endeavour to agree whether the contract should be amended in connection with that proposal and, if so, the amendments.
- (d) If the parties agree an amendment to the contract in connection with the proposal referred to in sub-paragraph 4.2(a), that amendment shall take effect only when it has been approved by ORR under section 22 of the Act. Accordingly, as soon as reasonably practicable after any such amendment is agreed, the parties shall ensure that ORR is furnished with such amendment and such information and evidence as it shall require to determine whether or not to approve the amendment.
- (e) Any agreed amendment to the contract in connection with the proposal referred to in sub-paragraph 4.2(a) which is approved by ORR under section 22 of the Act shall apply with effect from the date agreed by the parties.
- (f) If the parties fail to reach agreement within 90 days after service of a notice under sub-paragraph 4.2(a), or if prior to that date both parties agree that agreement is unlikely to be reached prior to that date, either party may notify ORR and request that ORR determines the matter. The parties shall, within such timescales as ORR may specify, furnish ORR with such information and evidence as ORR shall require to determine the matter. If a party fails to furnish such information and evidence within the specified timescale, ORR shall be entitled to determine the matter without that information and evidence and the party in default shall have no grounds for complaint in that respect.
- (g) Where ORR determines the matter pursuant to sub-paragraph 4.2(f), it may issue a notice to the parties setting out the amendments to be made to the contract and the date, which may be retrospective, from which they shall take effect.

4A Volume and Cost Reconciliation for the Relevant Year ending on 31 March 2014

- 4A.1 For the purposes of the volume and cost reconciliation to be carried out for the Relevant Year ending on 31 March 2014, the provisions in paragraph 5

(volume and cost reconciliation) of Part 2 of Schedule 7 to this contract (and such definitions and other provisions as are relevant to that paragraph 5) in force as at that date shall continue to apply to the extent (and only to the extent) necessary to enable the calculation and payment of the supplementary amounts $S1_t$ and $S2_t$.

4A.2 For subsequent Relevant Years, paragraph 18 of the Traction Electricity Rules shall apply.

5 Efficiency benefit share

5.1 The Efficiency Benefit Share:

- (a) is an amount (which shall not be a negative value) representing a return of Track Charges which shall be identified in the ORR's annual assessment of Network Rail as the "Efficiency Benefit Share", if any, to be rebated to the Train Operator, such amount to be determined in accordance with the methodology and principles set out in paragraphs 27.34 to 27.53 (inclusive) of the 2008 Final Determinations; and
- (b) shall only be payable in respect of Relevant Years ending on or before 31 March 2014.

5.2 If, pursuant to paragraph 5.1, the Train Operator is entitled to payment of an Efficiency Benefit Share in respect of Relevant Year t , then, subject to paragraph 5.3, such payment shall be made by Network Rail to the Train Operator as a lump sum payment within 28 days after the end of the Period in which it is determined by the ORR that such payment should be made.

5.3 If, in respect of any Relevant Year t , an Efficiency Benefit Share is payable in accordance with paragraph 5.2 and this contract has either commenced or expired or otherwise been terminated during the course of that Relevant Year t , the Train Operator shall be entitled to a pro rata payment of the Efficiency Benefit Share payable in respect of that Relevant Year t . Such pro rata payment (which shall be payable in accordance with paragraph 5.2) shall be calculated as follows:

$$\text{Pro rata BS}_t = \left(\frac{\text{EBS}}{13} \right) \times \text{CP}$$

where:

EBS means the total amount of the Efficiency Benefit Share that would have been payable to the Train Operator in respect of the whole of the Relevant Year t in question had this contract been in force for the entire Relevant Year t ; and

CP means the number of Periods during that Relevant Year t either:

- (a) where this contract commences during the course of that Relevant

Year t, following commencement of this contract; or

- (b) where this contract expires or is otherwise terminated during the course of that Relevant Year t, prior to the expiry or other termination of this contract,

provided that, in each case:

- (i) if this contract expires or is otherwise terminated on or before the fourteenth day of a Period, such Period shall not be included in the calculation of 'CP';
- (ii) if this contract expires or is otherwise terminated on or after the fifteenth day of a Period, such Period shall be included in the calculation of 'CP';
- (iii) if this contract commences on or before the fourteenth day of a Period, such Period shall be included in the calculation of 'CP'; and
- (iv) if this contract commences on or after the fifteenth day of a Period, such Period shall not be included in the calculation of 'CP'.

5.4 Without prejudice to the generality of Clause 16.3.1, any payment of an Efficiency Benefit Share (an "**EBS payment**") shall be made on the basis that it is to be treated as exclusive of VAT, so that where and to the extent that the EBS payment is consideration for a supply for VAT purposes Network Rail shall in addition pay to the Train Operator an amount equal to the amount of VAT due in respect of that EBS payment and either:

- (a) the Train Operator shall issue a VAT invoice to Network Rail in respect of the relevant amount; or
- (b) if the parties so agree and have entered into an applicable self-billing agreement (within the meaning of regulation 13(3A) of the Value Added Tax Regulations 1995 (the "**VAT Regulations**")) that continues in force then Network Rail shall produce for itself a self-billed invoice (within the meaning of regulation 13(3) of the VAT Regulations) in respect of the relevant amount.

6 Capacity Charge

For the purposes of paragraph 1, the term K_t means an amount in respect of the Capacity Charge in Relevant Year t which shall be derived from the following formula:

$$K_t = [\sum (P_{g_{twdi}} \cdot T_{g_{twdi}}) + (P_{g_{twei}} \cdot T_{g_{twei}})]$$

where:

Σ means the sum across all Service Coded Groups i;

Pg_{twdi} means the Weekday rate per Service Coded Group i in respect of Relevant Year t shown in the List of Capacity Charge Rates and indexed in accordance with the following formula:

$$Pg_{twdi} = Pg_{t-1wdi} \cdot \left(1 + \frac{(RPI_{t-1} - RPI_{t-2})}{RPI_{t-2}} \right)$$

where:

RPI_{t-1} has the meaning set out in paragraph 2.2 above; and

RPI_{t-2} has the meaning set out in paragraph 3.1 above,

but so that in relation to the Relevant Year t commencing on 1 April 2014, Pg_{twdi} shall have the value for the Weekday rate per Service Coded Group i shown for the Train Operator in the List of Capacity Charge Rates, multiplied by the Initial Indexation Factor; and in relation to the next following Relevant Year, Pg_{t-1wdi} shall have the same value;

Pg_{twei} means the weekend rate per Service Coded Group i in respect of Relevant Year t shown in the List of Capacity Charge Rates and indexed in accordance with the following formula:

$$Pg_{twei} = Pg_{t-1wei} \cdot \left(1 + \frac{(RPI_{t-1} - RPI_{t-2})}{RPI_{t-2}} \right)$$

where:

RPI_{t-1} has the meaning set out in paragraph 2.2 above; and

RPI_{t-2} has the meaning set out in paragraph 3.1 above,

but so that in relation to the Relevant Year t commencing on 1 April 2014, Pg_{twei} shall have the value for the weekend rate per Service Coded Group i shown for the Train Operator in the List of Capacity Charge Rates, multiplied by the Initial Indexation Factor; and in relation to the next following Relevant Year, Pg_{t-1wei} shall have the same value;

Tg_{twdi} means the actual Train Miles run on Weekdays by Services or Ancillary Movements in Service Coded Group i in the Relevant Year t; and

Tg_{twei} means the actual Train Miles run on weekends by Services or Ancillary Movements in Service Coded Group i in the Relevant Year t.

7 Network Rail Rebate

7.1 For the purpose of paragraph 1, the Network Rail Rebate in respect of any Relevant Year t (W_t) is an amount (which shall not be a negative value) by way of a return of Track Charges paid in accordance with paragraph 7.5, derived from the following formula:

$$W_t = RA_t \cdot \frac{F_t}{AF_t}$$

where:

RA_t means the Rebatable Amount declared by Network Rail in relation to Relevant Year t under paragraph 7.2;

F_t has the meaning ascribed to it in paragraph 1 for Relevant Year t; and

AF_t means the Aggregate Fixed Charge in Relevant Year t.

- 7.2 The Rebatable Amount shall be the amount, if any:
- (a) which represents such proportion of Network Rail's total income for Relevant Year t as it reasonably considers that it does not require in order to discharge its obligations under its network licence and any contracts to which it is a party;
 - (b) which Network Rail, acting reasonably, considers it appropriate to rebate as an amount representing a return of Track Charges payable by persons who provide services for the carriage of passengers by railway under the relevant access agreements to which they are parties; and
 - (c) which Network Rail notifies as such to ORR within 9 months after the end of each Relevant Year t.
- 7.3 No amount of Track Charges shall be rebated under this paragraph 7 unless ORR has consented to such rebate.
- 7.4 Paragraph 5.4 shall apply to a payment of Network Rail Rebate in the same way as it applies in relation to a payment of an Efficiency Benefit Share, as if references in paragraph 5.4 to "Efficiency Benefit Share" and "EBS payment" were instead references to, respectively, "Network Rail Rebate" and "Network Rail Rebate payment".
- 7.5 If, pursuant to paragraph 7.1, the Train Operator is entitled to payment of a Network Rail Rebate in respect of Relevant Year t, then such payment shall be made by Network Rail to the Train Operator as a lump sum payment within 28 days after the end of the Period in which ORR gives its consent under paragraph 7.3.
- 7.6 If, pursuant to paragraph 7.2, Network Rail notifies ORR of the Rebatable amount in respect of Relevant Year t after this contract has expired or has otherwise been terminated then, notwithstanding the expiration or termination of this contract, paragraph 7.5 shall apply.
- 7.7 If Network Rail has, prior to 31 March 2014 and pursuant to the provisions of this contract in force as at that date, notified ORR of a Rebatable Amount for the Relevant Year ending on that date, then such provisions shall continue to apply to the extent (and only to the extent) necessary to enable determination and payment (where applicable) of a Network Rail Rebate based on that Rebatable Amount.

8 Electrification Asset Usage Charge

For the purposes of paragraph 1, the term EAV_t means an amount for electrification asset usage which is derived from the following formula:

$$\text{Electrification Asset Usage Charge} = \sum EV_{tk} \cdot UV_{tk}$$

where:

\sum means the summation across all route types;

EV_{tk} means an amount in respect of the Electrification Asset Usage Charge per electrified Vehicle Mile on route type k for Relevant Year t which is derived from the following formula:

$$EV_{tK} = EV_{t-1K} \cdot \left(1 + \frac{RPI_{t-1} - RPI_{t-2}}{RPI_{t-2}} \right)$$

where:

RPI_{t-1} has the meaning set out in paragraph 2.2 above; and

RPI_{t-2} has the meaning set out in paragraph 3.1 above,

but so that in relation to the Relevant Year commencing on 1 April 2014, EV_{tk} shall have, in respect of each electrified Vehicle Mile on route type k, the value per electrified Vehicle Mile for the Electrification Asset Usage Charge set out in the Track Usage Price List, multiplied by the Initial Indexation Factor; and in relation to the next following Relevant Year EV_{t-1k} shall have the same value; and

UV_{tk} means the actual number of electrified Vehicle Miles on route type k in Relevant Year t operated by or on behalf of the Train Operator.

9 Bilateral supplements to the List of Capacity Charge Rates, Traction Electricity Modelled Consumption Rates List and Track Usage Price List

9.1 Where the Train Operator intends to use New Specified Equipment on the Network, it shall where reasonably practicable inform Network Rail in writing of the date or likely date from which it intends to do so.

9.2 Where the Train Operator uses New Specified Equipment on the Network, the Train Operator shall pay Network Rail the relevant Default Charge during the Default Period.

9.3 No supplement to the Traction Electricity Modelled Consumption Rates List, Track Usage Price List or List of Capacity Charge Rates shall have effect unless it has been:

- (a) agreed between the parties and ORR has consented to it; or
- (b) determined by ORR.

9.4 Either the Train Operator or Network Rail shall be entitled to propose that:

- (a) the Traction Electricity Modelled Consumption Rates List be supplemented as necessary to include a rate in respect of a new train category;
 - (b) the Track Usage Price List be supplemented as necessary to include a new vehicle type and corresponding rate; or
 - (c) the List of Capacity Charge Rates be supplemented as necessary to take account of changes in the pattern and number of Services or to include rates in respect of new Services.
- 9.5 Any proposal of a kind referred to in paragraph 9.4 shall be made by notice to the other party and shall be accompanied by a specification of the proposal in reasonable detail and the reasons for it. The parties shall thereafter seek to agree in good faith the necessary supplement to the list in question.
- 9.6 Either party may request from the other such information that it reasonably requires in connection with the proposal and the party from whom the information was requested shall use reasonable endeavours to provide this information promptly.
- 9.7 Where the parties agree to a supplement following a proposal under paragraph 9.4, they shall request ORR's consent to it and provide such information as ORR reasonably requires in order to decide whether to give its consent.
- 9.8 If the parties fail to reach agreement within 45 days of the date of the notice given under paragraph 9.5, at any point thereafter either party shall be entitled to refer the matter to ORR for determination.
- 9.9 Following a reference to ORR under paragraph 9.8, the parties shall, within such timescales as ORR may reasonably specify, furnish ORR with such information and evidence as ORR shall reasonably require to determine the matter. If a party fails to furnish such information and evidence within the specified timescale, ORR shall be entitled to determine the matter without that information and evidence and the party in default shall have no grounds for complaint in that respect.
- 9.10 ORR may:
- (a) consent to any supplement that is agreed by the parties and submitted to it under paragraph 9.7, or following consultation with the parties, determine that a different supplement should apply; or
 - (b) following a referral to ORR under paragraph 9.8, determine the supplement that should apply.
- 9.11 In the case of a supplement to the Traction Electricity Modelled Consumption Rates List or List of Capacity Charge Rates, the supplement shall have effect from such date as ORR shall determine by notice to the parties, provided that:
- (a) in the case of a supplement to the Traction Electricity Modelled Consumption Rates List, such date shall not be a date falling prior to

- the start of the Relevant Year in which ORR consented to or determined the supplement; and
- (b) in the case of a supplement to the List of Capacity Charge Rates, such date shall not be a date falling prior to 1 April 2014.
- 9.12 In the case of a supplement to the Track Usage Price List, the supplement shall have retrospective effect from the first day of the Default Period.
- 9.13 Following ORR's consent or determination under paragraph 9.10 Network Rail shall:
- (a) apply the supplement from the date in accordance with paragraph 9.11 or 9.12 above as applicable; and
- (b) within 28 days of the date of ORR's consent or determination:
- (i) issue any adjusting invoice or credit note to the Train Operator. In the case of a supplement to the Track Usage Price List this will reflect the difference between the amount paid by the Train Operator for the Default Charge during the Default Period and the amount that it would have paid during the Default Period in respect of the Variable Usage Charge had the supplement been in place at the time the Train Operator first used the relevant railway vehicle on the Network; and
- (ii) publish on its website details of the supplement alongside the details of any other such supplements to which ORR has consented or determined pursuant to this or any other track access contract to which Network Rail is a party.
- 9.14 Any supplement to the Traction Electricity Modelled Consumption Rates List, Track Usage Price List or List of Capacity Charge Rates which ORR has consented to or determined pursuant to a passenger track access contract previously held by the Train Operator shall also apply to this contract.

10 Payment of Track Charges and other sums due under the contract

10.1 Payment of Track Charges and other sums due under the contract

- (a) Save where the contract provides otherwise, the Train Operator shall pay or procure the payment to Network Rail of:
- (i) the Variable Usage Charge;
- (ii) the Traction Electricity Charge;
- (iii) the Capacity Charge;
- (iv) the Electrification Asset Usage Charge;
- (v) the Default Charge; and
- (vi) any other sums which have fallen due in accordance with any provision of this contract,

attributable to any Period as invoiced by Network Rail on or after expiry of each such Period within 21 days of the invoice date or 28 days after the end of the Period, whichever is later.

- (b) The Train Operator shall pay or procure the payment to Network Rail of that part of the Fixed Track Charge attributable to any Period as invoiced by Network Rail on or after the expiry of each such Period within seven days of the invoice date or seven days after the end of the Period, whichever is later.
- (c) Any invoice issued by Network Rail under paragraph 18.5 of the Traction Electricity Rules (relating to modelled and actual rates of electricity consumption) shall be payable by the Train Operator within 21 days of the relevant invoice date.

10.2 *Train Consist Data*

Network Rail shall calculate the Variable Charges payable by the Train Operator in respect of each Period using the Train Consist Data supplied by the Train Operator and, to the extent such Train Consist Data is not available to Network Rail, the Default Train Consist Data.

10.3 *Invoices and right to object to invoices*

- (a) Network Rail will notify the Train Operator on a weekly basis of the train movements for which Default Train Consist Data has been used to establish the Variable Charges payable by the Train Operator. At either party's request, the parties shall consult with a view to substituting Train Consist Data for Default Train Consist Data but such consultation shall not delay the issue by Network Rail of the invoice for the Variable Charges in respect of the Period concerned.
- (b) For each Period, Network Rail shall be entitled to invoice the Train Operator for Variable Charges in respect of any and all train movements operated by the Train Operator during that Period based on either:
 - (i) Train Consist Data provided by the Train Operator in respect of any train movement at or prior to the time that such train movement is completed; or
 - (ii) Train Consist Data agreed by the parties under paragraph 10.3(a) in respect of any train movement; or
 - (iii) Train Consist Data provided by the Train Operator in respect of any train movement (other than any train movement where the Specified Equipment used in operating the relevant movement is loco hauled) by the end of the day on which such train movement has been completed,

or (to the extent that (i) or (ii) or (iii) above do not apply) Default Train Consist Data. Each such invoice will be payable in accordance with the provisions of paragraph 10.1.

- (c) Either party shall be entitled, at any time prior to the later of 2359 hours on the fourteenth day following the expiration of the relevant Period and seven days following receipt by the Train Operator of the relevant invoice, to notify the other that it objects to any Train Consist Data (including, where applicable, the use of Default Train Consist Data) on which the whole or any part of the Variable Charges included in the relevant invoice are based and any such notice shall specify in reasonable detail what that party believes to be the Train Consist Data for the relevant train movement(s) ("**notice of objection**"). In the absence of any notice of objection being served within such time the Train Consist Data used in the relevant invoice shall be final and binding on the parties.
- (d) The parties shall seek to agree the Train Consist Data specified in any notice of objection and any consequential financial adjustment required to the relevant invoice. If the parties are unable to agree such Train Consist Data within 14 days following receipt of a notice of objection, either party may refer the matter for resolution in accordance with the ADRR.
- (e) Within seven days of any Train Consist Data being agreed or determined in accordance with paragraph 10.3(d), Network Rail shall, if any consequential or financial adjustment of the relevant invoice is required, issue a further invoice to, or (as the case may be) a credit note in favour of, the Train Operator in the amount of the relevant adjustment. The invoice or credit note shall be payable at the same time as the invoice for Variable Charges for the relevant Period or, if issued later than 21 days after the end of the relevant Period, within seven days after the date of its issue.
- (f) The actual volume of usage used to calculate any supplementary amount payable under paragraph 4A of this Part 2 or under paragraph 18 of the Traction Electricity Rules shall be established on the basis of the Train Consist Data and the Default Train Consist Data applied in calculating the Variable Charges for each of the Periods in Relevant Year t as adjusted in accordance with paragraph 10.3(d) on or before 90 days after the end of Relevant Year t.
- (g) Where, as a result of any invoice or credit note issued pursuant to paragraph 10.3, any sum of money which has been paid shall become repayable or any sum of money which has been unpaid shall become payable the party to whom such sum shall be paid shall be paid or allowed interest at the Default Interest Rate on such sum from the date when it (if repayable) was paid or the date when such sum (if payable) ought to have been paid until the date of payment or repayment.

10.4 *Unrepresentative Train Consist Data*

- (a) If at any time during this contract either party considers the Default Train Consist Data specified in Appendix 7C is not representative of the Train

Operator's Services and in particular, but without limitation, the type(s) of railway vehicles then in use and the regular number of carriages forming part of those railway vehicles in the operation of its Services, either party shall be entitled on written notice to the other to request that the Default Train Consist Data be amended. Any such request shall specify in reasonable detail the grounds for the request and the proposed amendments to the Default Train Consist Data.

- (b) The parties shall endeavour to reach agreement on any amendments to the Default Train Consist Data within 21 days of the date of the request referred to in paragraph 10.4(a) and if the parties are unable to agree such amendments within such time period, either party may refer the matter for resolution in accordance with the ADRR.
- (c) Upon the earlier of agreement between the parties or determination by a relevant ADRR Forum, the parties shall notify ORR of the proposed amendments to the Default Train Consist Data and, subject to ORR not objecting to the proposed amendments within 14 days (the "**14 day period**") of receipt of the notification by ORR, such amendments shall take effect from the first day of the next Period following the earlier of ORR confirming its consent to the proposed amendments and the expiry of the 14 day period. If ORR objects to the proposed amendments within the 14 day period, the parties shall endeavour to reach agreement with ORR on the appropriate amendments, if any, to the Default Train Consist Data which shall then take effect on the first day of the Period next following that in which agreement is reached.

10.5 Disputed amounts repayment and interest rate

- (a) Where a party wishes to contest any invoice issued to it under this Schedule 7 (including any invoice in respect of Track Charges) it shall, within 14 days of receipt of the invoice, notify the other party in writing of the amount which is in dispute but shall pay the full amount of the invoice, including the disputed amount, in accordance with the terms of the invoice.
- (b) Where a party has given notice under paragraph 10.5(a) that it disputes part of any invoiced amount:
 - (i) payment of such sum shall be without prejudice to the determination of whether such sum is properly due or not; and
 - (ii) if it is subsequently determined that the disputed sum, or part of it, was not properly due the payee shall repay the disputed sum, or relevant part, to the payer together with interest (to accrue daily and be compounded monthly) at the Default Interest Rate from the date of payment until the actual date of repayment.
- (c) For the avoidance of doubt, nothing in this paragraph 10.5 shall apply to any sums which have fallen due in accordance with Part 3A of this Schedule 7.

PART 3: ROUTE-LEVEL EFFICIENCY BENEFIT SHARE MECHANISM

1. Route-Level Efficiency Benefit Share Mechanism

Calculation of the Route-Level Efficiency Benefit Share

1.1 The Route-Level Efficiency Benefit Share for Relevant Year t (“ O_t ” or “ U_t ” as the case may be) is the amount (if any) that is payable by Network Rail to the Train Operator or by the Train Operator to Network Rail, as the case may be, in respect of a REBS Route, derived from the following formula:

(a) in the case of a REBS Outperformance:

$$O_t = \left[\frac{V_t + D_t}{AV_t} \right] \cdot \text{Outperformance Sum}$$

and

(b) in the case of a REBS Underperformance:

$$U_t = \left[\frac{V_t + D_t}{AV_t} \right] \cdot \text{Underperformance Sum}$$

where:

O_t means the amount that is payable by Network Rail to the Train Operator in respect of REBS Outperformance on the REBS Route in Relevant Year t;

D_t means the Default Charge payable by the Train Operator in respect of the REBS Route for Relevant Year t;

V_t means the Variable Usage Charge payable by the Train Operator in respect of the REBS Route for Relevant Year t;

AV_t means the aggregate Variable Usage Charge and Default Charge payable by all train operators providing services for the carriage of passengers in respect of the REBS Route in Relevant Year t (and calculated by summing the values of V_t and D_t under paragraph 1 of Part 2 and the corresponding provisions of each relevant train operator's access agreement) and the aggregate amounts payable under items 1 to 4 and 9 of the variable charge payable by all train operators providing services for the carriage of freight in respect of the REBS Route in Relevant Year t (and calculated by summing items 1 to 4 and 9 of the variable charge under paragraph 2.2.1 of Schedule 7 of each relevant train operator's access agreement); and

U_t means the amount that is payable by the Train Operator to Network Rail in respect of REBS Underperformance on the REBS Route in Relevant Year t .

- 1.2 The Route-Level Efficiency Benefit Share (if any) calculated under paragraph 1.1 shall be payable for each REBS Route for Relevant Year t , unless the Train Operator has exercised a right to opt out in respect of a particular REBS Route in accordance with paragraph 1.3 or 1.4. Where the Train Operator has exercised such a right, no Route-Level Efficiency Benefit Share shall be payable by or to the Train Operator, in respect of that REBS Route:
- (a) for the Relevant Year in the course of which the notice referred to in paragraph 1.3 was served and all subsequent Relevant Years up to 31 March 2019; and
 - (b) where Network Rail entered into a Material Alliance Agreement during the course of Relevant Year t and the Train Operator issued an Opt-out Notice pursuant to paragraph 1.4(b) in Relevant Year $t+1$, in respect of any Period in Relevant Year t commencing on or after the date of the Material Alliance Agreement.

Train Operator right to opt out of the Route-Level Efficiency Benefit Share Mechanism

- 1.3 The Train Operator may serve a notice, in the form set out in Appendix 7B, on Network Rail (and shall provide a copy to ORR) informing Network Rail that the Route-Level Efficiency Benefit Share Mechanism shall not apply to the Train Operator in respect of one or more REBS Routes specified in the notice for the Relevant Year in the course of which the notice was served and all subsequent Relevant Years up to 31 March 2019 (an "**Opt-out Notice**"). Unless paragraph 1.4 applies, an Opt-out Notice may be served only before 1 July 2014.
- 1.4 If any of the following circumstances apply, the Train Operator may serve an Opt-out Notice at any time until 31 March 2019:
- (a) the Train Operator commences operating:
 - (i) on one or more REBS Routes, services for the carriage of passengers by railway pursuant to a new franchise agreement. Where the Train Operator was the incumbent franchisee immediately prior to the new franchise agreement being entered into then, for the purposes of this provision, the Train Operator shall be deemed to have commenced operating services on a REBS Route under the new franchise agreement even if it provided them as the incumbent franchisee; or
 - (ii) on one or more REBS Routes on which it did not previously operate services, services for the carriage of passengers or freight by railway as a result of entering into a new access agreement or otherwise.

In either of circumstances (i) or (ii) above, such Opt-out Notice may be served only in respect of the REBS Routes on which the Train Operator commences operating those services; or

- (b) Network Rail notifies ORR and the Train Operator that it has entered into an agreement which is, in its opinion, a Material Alliance Agreement and ORR confirms in writing that it agrees. In these circumstances the Opt-out Notice may only be served in respect of the REBS Route to which the Material Alliance Agreement applies.

In the circumstances described in paragraphs 1.4(a) and (b), the Opt-out Notice must be served within two months after:

- (i) the date on which the Train Operator commences operating the services described in paragraph 1.4(a); or
- (ii) the date of receipt of written confirmation from ORR under paragraph 1.4(b),

as the case may be.

- 1.5 Network Rail shall serve notice on ORR and the Train Operator that it has entered into an agreement which it considers to be a Material Alliance Agreement within 14 days after entering into it.
- 1.6 Network Rail shall provide such information, excluding information which is subject to a legally binding duty or obligation of confidentiality (whether arising under the terms of any contract or otherwise), to the Train Operator as the Train Operator may reasonably request in order to determine whether to serve an Opt-out Notice. Network Rail shall provide such information within 14 days of the request, unless not reasonably practicable to do so, in which case it shall provide the information as soon as reasonably practicable.

Obligation to pay Route-Level Efficiency Benefit Share

- 1.7 If, pursuant to paragraph 1.1, a party is entitled to payment from the other of a Route-Level Efficiency Benefit Share in Relevant Year t, then, subject to paragraphs 1.2 and 1.8, such payment shall be made to the party entitled to the payment by the other party as a lump sum payment within 56 days after the date of publication of ORR's annual efficiency and finance assessment of Network Rail for Relevant Year t.
- 1.8 If, in respect of any Relevant Year t, a Route-Level Efficiency Benefit Share is payable in accordance with paragraph 1.7 and this contract has either commenced or expired or otherwise been terminated during the course of that Relevant Year t, the party entitled to payment shall be entitled to a pro rata payment of the Route-Level Efficiency Benefit Share payable in respect of that REBS Route for Relevant Year t. Such pro rata payment (which shall be payable in accordance with paragraph 1.9) shall be calculated as follows:

$$\text{Pro rata REBS}_t = \left(\frac{\text{REBS}}{13} \right) \times \text{CP}$$

where:

REBS means either O_t or U_t as the case may be; and

CP means the number of Periods during that Relevant Year t either:

- (a) where this contract commences during the course of that Relevant Year t , following commencement of this contract; or
- (b) where this contract expires or is otherwise terminated during the course of that Relevant Year t , prior to the expiry or other termination of this contract,

provided that, in each case:

- (i) if this contract expires or is otherwise terminated on or before the fourteenth day of a Period, such Period shall not be included in the calculation of 'CP';
- (ii) if this contract expires or is otherwise terminated on or after the fifteenth day of a Period, such Period shall be included in the calculation of 'CP';
- (iii) if this contract commences on or before the fourteenth day of a Period, such Period shall be included in the calculation of 'CP'; and
- (iv) if this contract commences on or after the fifteenth day of a Period, such Period shall not be included in the calculation of 'CP'.

1.9 Without prejudice to the generality of Clause 16.3.1, any payment of a Route-Level Efficiency Benefit Share (a "**REBS payment**") shall be made on the basis that it is to be treated as exclusive of VAT, so that where and to the extent that the REBS payment is consideration for a supply for VAT purposes the party making that REBS payment shall in addition pay to the party receiving the REBS payment an amount equal to the amount of VAT due in respect of that REBS payment and either:

- (a) the party receiving the REBS Payment shall issue a VAT invoice to the party making such REBS payment in respect of the relevant amount; or
- (b) if the parties so agree and have entered into an applicable self-billing agreement (within the meaning of regulation 13(3A) of the VAT Regulations) that continues in force then the party making the REBS payment shall produce for itself a self-billed invoice (within the meaning of regulation 13(3) of the VAT Regulations) in respect of the relevant amount.

Route Baseline Indexation

1.10 The indexed Route Baseline in respect of Relevant Year t shall be derived from the following formula:

$$RBI_t = \text{Route Baseline} \cdot \left(1 + \frac{(RPI_t - RPI_{2012})}{RPI_{2012}} \right)$$

where:

RBI_t means the indexed Route Baseline in respect of Relevant Year t;

RPI_t means the RPI published or determined with respect to the month of November in Relevant Year t; and

RPI₂₀₁₂ means the RPI published or determined with respect to November 2012.

Outperformance Cap and Underperformance Cap Indexation

1.11 The indexed Outperformance Cap and Underperformance Cap in respect of Relevant Year t shall be derived from the following formula:

(a) in the case of the Outperformance Cap:

$$OCI_t = OC_t \cdot \left(1 + \frac{(RPI_t - RPI_{2012})}{RPI_{2012}} \right)$$

(b) in the case of the Underperformance Cap:

$$UCI_t = UC_t \cdot \left(1 + \frac{(RPI_t - RPI_{2012})}{RPI_{2012}} \right)$$

where:

OCI_t means the indexed Outperformance Cap in respect of Relevant Year t;

OC_t means the Outperformance Cap in respect of Relevant Year t;

UCI_t means the indexed Underperformance Cap in respect of Relevant Year t;

UC_t means the Underperformance Cap in respect of Relevant Year t;

RPI_t has the meaning set out in paragraph 1.10 above; and

RPI₂₀₁₂ has the meaning set out in paragraph 1.10 above.

PART 3A: SCOTTISH GRANT DILUTION

1 Grant Amounts

1.1 Basic Values and Payment Dates

For the purposes of this Part 3A:

- (a) the Basic Values are the amounts by way of grant under section 8 of the Railways Act 2005 specified in the Grant Agreement as payable by the Scottish Ministers to Network Rail; and
- (b) the Payment Dates are the dates set out in the Grant Agreement for the payment of grant by the Scottish Ministers in each of the years 2014, 2015, 2016, 2017, 2018 and 2019, or such other dates for the payment of such grants as may be stipulated in the Grant Agreement.

1.2 Indexation

For the purposes of this Part 3A, the Grant Amount for each Payment Date is the Basic Value specified in the Grant Agreement as payable on that date, adjusted in accordance with any applicable indexation provisions of the Grant Agreement.

2 Scottish Grant Dilution

2.1 Meaning of Scottish Grant Dilution

For the purposes of this Part 3A, there shall be a “**Scottish Grant Dilution**” in respect of a Payment Date if:

- (a) the Scottish Ministers do not, for any reason, pay the whole or any part of the Grant Amount on or before that Payment Date; or
- (b) the payment of the whole or any part of the Grant Amount in respect of that Payment Date is:
 - (i) subject to the performance by Network Rail or any other person of any obligation;
 - (ii) subject to the exercise by the Scottish Ministers or any other person of any discretion; or
 - (iii) contingent upon the happening of any event or circumstance, or any act or omission of any person.

2.2 *Meaning of Scottish Grant Dilution Date*

In respect of any Scottish Grant Dilution:

- (a) if the Scottish Grant Dilution is of the kind referred to in paragraph 2.1(a), the Scottish Grant Dilution Date shall be the Payment Date in respect of which the Scottish Ministers do not pay the whole or any part of the Grant Amount due on that date; and
- (b) if the Scottish Grant Dilution is of the kind referred to in paragraph 2.1(b), each Payment Date which falls during any period during which the payment of the whole or any part of a Grant Amount is:
 - (i) subject to any of the matters specified in paragraph 2.1(b)(i) or (ii);
or
 - (ii) contingent upon any of the matters specified in paragraph 2.1(b)(iii)shall be a Scottish Grant Dilution Date.

3 **Scottish Grant Compensation Amount**

3.1 *Payment obligation*

If a Scottish Grant Dilution occurs:

- (a) Network Rail shall notify the Train Operator and ORR that a Scottish Grant Dilution has occurred, and the circumstances in which it has occurred; and
- (b) the Train Operator shall:
 - (i) send a copy of the notification it has received from Network Rail under paragraph 3.1(a) to any Passenger Transport Executive within whose area it provides services for the carriage of passengers by railway;
 - (ii) if the Scottish Grant Dilution is of the kind described in paragraph 2.1(a), pay Network Rail a Scottish Grant Compensation Amount calculated in accordance with paragraph 3.2 three months after the Scottish Grant Dilution Date; and
 - (iii) if the Scottish Grant Dilution is of the kind described in paragraph 2.1(b), pay Network Rail a Scottish Grant Compensation Amount calculated in accordance with paragraph 3.2 three months after each Scottish Grant Dilution Date.

3.2 Calculation

Any Scottish Grant Compensation Amount payable under paragraph 3.1 is an amount calculated in accordance with the following formula:

$$GC = (GA_p - P) \cdot F_t \cdot (1.04310.25)$$

AF_t

where:

GC means the Scottish Grant Compensation Amount;

GA_p means the Grant Amount for the Payment Date which is the same date as the Scottish Grant Dilution Date;

P means:

- (a) if the Scottish Grant Dilution is of the kind described in paragraph 2.1(a), the amount of any whole or part payment of the Grant Amount which Network Rail certifies to the Train Operator, within seven days after the Scottish Grant Dilution Date, that it has received from the Scottish Ministers; and
- (b) if the Scottish Grant Dilution is of the kind described in paragraph 2.1(b), zero;

F_t has the meaning ascribed to it in paragraph 1 of Part 2; and

AF_t means the Aggregate Fixed Charge in Relevant Year t .

PART 4: NOT USED

PART 5: ADDITIONAL CHARGES

1. Signal box additional charge

1.1 In order to cover the additional cost of extending Dunragit signal box opening hours on Sundays from 2029hrs to 2045hrs and Glenwhilly signal box opening hours on Sundays from 2018hrs to 2055hrs:

- (a) in respect of the period from the Principal Change Date 2015 to 31 March 2016 inclusive the Train Operator shall pay Network Rail an additional charge of £400; and
- (b) in respect of the period from 1 April 2016 the Train Operator shall pay Network Rail an additional charge, ("SBAC"). The value of SBAC in Relevant Year t shall be calculated in accordance with the following formula:

$$SBAC_t = SBAC_{t-1} \cdot \left(1 + \frac{(RPI_{t-1} - RPI_{t-2})}{RPI_{t-2}} \right)$$

where:

RPI_{t-1} means the RPI published or determined with respect to the month of November in Relevant Year t-1;

RPI_{t-2} means the RPI published or determined with respect to the month of November in Relevant Year t-2,

$SBAC_{t-1}$ means the value of $SBAC_t$ in the Relevant Year t-1,

but so that in relation to the Relevant Year commencing on 1 April 2016, $SBAC_{t-1}$ shall have the value of £1300 per annum.

1.2 Train Operator shall continue to make the payments specified in paragraph 1.1 annually until such time as the costs to which the payments relate are incorporated into and form part of the next access charges review and such access charges review has been fully implemented and this contract has been amended in accordance with same.

PART 6: SUPPLEMENTAL PROVISIONS

Each invoice or credit note issued by Network Rail to the Train Operator shall contain or be accompanied by separate itemisation of the following charges and other information (as relevant) in respect of the period covered by the invoice or credit note:

- (a) the daily amount of the Fixed Track Charge and the number of days covered by the invoice;
- (b) the rate of Variable Usage Charge and any Default Charge and the relevant number of Vehicle Miles applicable to vehicles for each service so charged;
- (c) the rate of Traction Electricity Charge and the number of Vehicle Miles applicable to vehicles for each service or Gross Tonne Miles applicable to units for each service so charged, for the purposes of calculating E_{tmo} in accordance with paragraph 4.1.2 of Part 2;
- (d) the amount of the Electrification Asset Usage Charge and the number of days covered by the invoice;
- (e) not used;
- (f) not used;
- (g) the amount of any Efficiency Benefit Share in respect of Relevant Years ending on or before 31 March 2014;
- (h) the amount of any sum W_t payable as provided in paragraph 7 of Part 2;
- (i) the amount of any sum $S1_{tw}$ and/or $S2_{tw}$ and/or any Charge Correction Amount payable as provided in paragraph 18 of the Traction Electricity Rules;
- (j) the amount of any sum K_t payable as provided in paragraph 6 of Part 2;
- (k) in respect of any other sums which have fallen due in accordance with any provisions of this contract other than Part 3A, separately the amount payable in respect of each head of charge; and
- (l) the amount of any sum $S1_t$ and/or $S2_t$ payable as provided in paragraph 4A of Part 2.

PART 7: FUTURE ACCESS CHARGES REVIEWS

1 General

ORR may carry out one or more access charges reviews of all or part of this contract as follows:

- (a) an access charges review such that amendments to this contract to give effect to the conclusions of such an access charges review come into operation on and from 1 April 2019 or such later date as may be specified in that review; and
- (b) as provided in paragraph 2 (and only as provided in paragraph 2), an access charges review such that amendments to this contract to give effect to the conclusions of such an access charges review come into operation before 1 April 2019.

2 Access charges reviews capable of coming into operation before 1 April 2019

ORR may carry out an access charges review in relation to any relevant part or parts of this contract at any time where it considers:

- (a) that there has been, or is likely to be, a material change, other than an excluded change, in the circumstances of Network Rail or in relevant financial markets or any part of such markets; and
- (b) where Network Rail's projections at that time (each such projection being prepared in accordance with the Regulatory Accounting Guidelines dated March 2013 (as amended from time to time)) as to its Net Expenditure in relation to that part of the Network which is situated in Scotland (the "**Scottish Network**") for the Review Period show a projected level of such Net Expenditure which is higher by 15 per cent or more than the assumed expenditure for that period, where:

- (i) "**Net Expenditure**" shall be derived from the following formula:

$$\text{Net Expenditure} = 1 + 2 + 3$$

where:

- (A) means Network Rail's total Scottish expenditure in the relevant Review Period;
- (B) means the proportion of net interest payable in respect of the Scottish Network in the relevant Review Period; and
- (C) means the proportion of corporation tax payable in respect of the Scottish Network in the relevant Review Period;

- (ii) expressions used in the formula specified in paragraph 2.1.1(b)(i) but not otherwise defined shall have the meanings ascribed to them in paragraph 3;
- (iii) “**assumed expenditure**” means the amount of Net Expenditure assumed by ORR to be incurred in respect of the Scottish Network in each Financial Year (or part) falling within the relevant Review Period and identified in respect of the Scottish Network in ‘Table 14.9: Our assessment of Network Rail’s CP5 expenditure for Scotland’ of Chapter 14 of the 2013 Final Determination; and
- (iv) “**total Scottish expenditure**” means any cost Network Rail incurs operating, maintaining, renewing and enhancing the Scottish Network where, for the purposes of this definition, the cost is net of other operating income treated by ORR as an operating cost in ‘Table 14.10: Our assessment of Network Rail’s CP5 revenue requirement for Scotland’ of Chapter 14 of the 2013 Final Determination

provided that, where part only of a Financial Year falls within the relevant Review Period, each of the component elements of this formula shall be attributed to that Review Period on a pro rata basis reflecting the proportion of that Financial Year falling within that Review Period; and

- (c) where ORR considers that there are compelling reasons to initiate an access charges review, having due regard to its duties under section 4 of the Act, including in particular the duty to act in a manner which it considers will not render it unduly difficult for persons who are holders of network licences to finance any activities or proposed activities of theirs in relation to which ORR has functions under or by virtue of Part I of the Act.

3. Interpretation

In this Part 7:

- (a) “**corporation tax**” means corporation tax payable by Network Rail net of any group relief;
- (b) “**net interest payable**” is:
 - (i) interest, issuance costs and financing fees payable by Network Rail; less
 - (ii) interest receivable by Network Rail

in each case, on an accruals basis, and for these purposes, any calculation of interest:

- (iii) shall treat all amounts payable and receivable under interest rate and foreign exchange derivative transactions as though such transactions fully qualified for hedge accounting whether or not they in fact do so

but:

- (iv) shall not include:

- (A) capital accretion on index-linked debt; or

- (B) interest that is payable but rolled-up under intercompany loan arrangements;

- (c) “**Review Period**” means a period commencing at any time and ending 36 consecutive months later, provided that if a period of 36 consecutive months would, but for this proviso, extend beyond 31 March 2019, the relevant Review Period shall be deemed to end, and shall end on 31 March 2019;
- (d) “**income**” is as provided in Annex B to the Regulatory Accounting Guidelines dated March 2013 (as amended from time to time) except that income shall not include the final bullet of paragraph 9 of Annex B being “other – other single till income generated by Network Rail from sources other than those described above. For the avoidance of doubt it does not include investment income”;
- (e) any calculation of income, expenditure and corporation tax made under or in connection with paragraph 2.1 shall be carried out on an accruals basis; and
- (f) references to ORR carrying out an access charges review shall be construed as including references to its initiating implementation of that review.

APPENDIX 7A – REBS ROUTES TABLE

Route	Route definition
Anglia	As defined in Network Rail's Delivery Plan supporting information
East Midlands	
Kent	
London North East	
London North West	
Scotland	
Sussex	
Wales	
Wessex	
Western	

APPENDIX 7B – ROUTE-LEVEL EFFICIENCY BENEFIT SHARE MECHANISM OPT-OUT NOTICE

[Name of train operator representative]

[Position]

Telephone: [xxx]

E-mail: [xxx]

[Date]

[Enter name of person specified in paragraph 1 of Schedule 1 to the contract]

Network Rail
1 Eversholt Street
London
NW1 2DN

Dear [Enter name of person specified in paragraph 1 of Schedule 1 to the contract]

Opt-out from the Route-Level Efficiency Benefit Share (REBS) Mechanism

This is an Opt-out Notice in respect of the REBS Mechanism in Schedule 7 of the track access contract between Network Rail Infrastructure Limited and [Enter train operator name here], dated [insert date of track access contract] (“the contract”).

[Enter train operator name here] hereby exercises its right to opt-out of the REBS Mechanism in respect of the REBS Routes identified in Table 1 below, pursuant to {delete as appropriate [paragraph 1.3 of Part 3 to Schedule 7] or [paragraph 1.4 of Part 3 to Schedule 7]} to the contract.

Table 1: REBS opt-out matrix

Route	Route definition	Opt-out (please mark with an 'x')
Anglia	As defined in Network Rail’s Delivery Plan supporting information	
East Midlands		
Kent		
London North East		
London North West		
Scotland		
Sussex		
Wales		
Wessex		
Western		

I have sent a copy of this notice to the Director of Railway Markets and Economics at the Office of Rail and Road and to the Head of Regulatory Policy at Network Rail [and any other person at Network Rail entitled to a copy as set out in paragraph 1 of Schedule 1 to the contract].

Yours faithfully

[Name of train operator representative]

APPENDIX 7C – DEFAULT TRAIN CONSIST DATA

Train Service Code	Type of Train Movement	Default Train Consist Data
13560015	Glasgow Suburban Electrics – North, including Airdrie – Bathgate – Edinburgh.	1 x Class 334 Electric Multiple Unit (2 motor units & 1 trailer)
13561015	Glasgow Queen Street – Cumbernauld	1 x Class 318 Electric Multiple Unit (1 motor unit & 2 trailers)
13562015	Glasgow Suburban Electrics – South	1 x Class 314 Electric Multiple Unit (2 motor units & 1 trailer)
13563015	Argyle Line	1 x Class 318 Electric Multiple Unit (1 motor unit & 2 trailers)
13564825	Glasgow Central – Shotts	1 x Class 156 Diesel Multiple Unit (2 power cars)
13565015	Glasgow Central – Paisley Canal	1 x Class 314 Electric Multiple Unit (2 motor units & 1 trailer)
13567015	Glasgow Central – East Kilbride	1 x Class 156 Diesel Multiple Unit (2 power cars)
13568015	Glasgow Central – Barrhead – Kilmarnock	1 x Class 156 Diesel Multiple Unit (2 power cars)
13569815	Glasgow Central – Gourock/Wemyss Bay	1 x Class 380 Electric Multiple Unit (2 motor units & 1 trailer)
13571015	Glasgow Central – Ardrossan/Largs	1 x Class 380 Electric Multiple Unit (2 motor units & 1 trailer)
13572015	Motherwell – Cumbernauld	1 x Class 156 Diesel Multiple Unit (2 power cars)
13573015	Glasgow Central – Ayr	1 x Class 380 Electric Multiple Unit (2 motor units & 1 trailer)
13574515	Glasgow Queen Street – Maryhill/Garelochhead	1 x Class 156 Diesel Multiple Unit (2 power cars)

13575825	Glasgow Queen Street – Croy/Alloa/Dunblane	1 x Class 170 Diesel Multiple Unit (3 power cars)
13577015	Kilmarnock - Ayr – Girvan	1 x Class 156 – Diesel Multiple Unit (2 power cars)
13578825	Glasgow Queen Street – Falkirk Grahamston	1 x Class 158 Diesel Multiple Unit (2 power cars)
23540003	Glasgow Queen Street – Aberdeen	1 x Class 170 Diesel Multiple Unit (3 power cars)
23541003	Edinburgh Waverley – Aberdeen	1 x Class 170 Diesel Multiple Unit (3 power cars)
23542003	Inverness – Thurso – Wick included in Schedule 5 in Sections 3, paragraph 5.3	1 x Class 158 Diesel Multiple Unit (2 power cars)
23543003	Inverness – Kyle of Lochalsh included in Schedule 5 Service in Section 3, paragraph 5.3	1 x Class 158 Diesel Multiple Unit (2 power cars)
23545003	Glasgow Queen Street – Oban/Forth William/Mallaig Schedule 5 Service in Section 3, paragraph 5.28	2 x Class 156 Diesel Multiple Unit (4 power cars)
23546003	Fife - Glasgow Queen Street	1 x Class 170 Diesel Multiple Unit (3 power cars)
23547003	Aberdeen – Inverness Schedule 5 Service in Section 3, paragraph 5.6 but excluding one Aberdeen – Dyce and one Dyce – Aberdeen train	1 x Class 158 Diesel Multiple Unit (2 power cars)
23548003	Edinburgh Waverley – Falkirk – Glasgow Queen Street	1 x Class 170 Diesel Multiple Unit (3 power cars)
23549003	Glasgow Queen Street/Edinburgh Waverley – Perth – Inverness Schedule 5 Services in Section 3, paragraphs 5.4 and 5.5	1 x Class 170 Diesel Multiple Unit (3 power cars)
23564903	Glasgow Central – Shotts – Edinburgh Waverley -	1 x Class 156 Diesel Multiple Unit (2 power cars)
23575903	Glasgow Queen Street – Alloa/Dunblane/Perth	1 x Class 170 Diesel Multiple Unit (3 power cars)
23576003	Edinburgh Waverley – Dunblane/Perth	1 x Class 158 Diesel Multiple Unit (2 power cars)

		cars)
23578903	Glasgow Queen Street – Falkirk Grahamston	1 x Class 158 Diesel Multiple Unit (2 power cars)
23579003	Glasgow Central/Carlisle/Ayr – Stranraer in conjunction with ScotRail South West Services	1 x Class 156 Diesel Multiple Unit (2 power cars)
23584003	North Berwick -Edinburgh – Carstairs, Schedule 5 Services in Section 3, paragraph 5.10	1 x Class 380 Electric Multiple (2 motor units & 1 trailer)
23587003	Fife Outer Circle	1 x Class 158 Diesel Multiple Unit (2 power cars)
23587103	Fife Inner Circle	1 x Class 158 Diesel Multiple Unit (2 power cars)
23971103	ScotRail EMU Maintenance/Tests (within the limits of Network Rail Scotland Zone)	1 x Class 314 Electric Multiple Unit (2 motor units & 1 trailer)
23971203	ScotRail DMU Maintenance/Tests (within the limits of Network Rail Scotland Zone)	1 x Class 156 Diesel Multiple Unit (2 power cars)
23971403	ScotRail Driver Training	1 x Class 156 Diesel Multiple Unit (2 power cars)
23971503	ScotRail Special Events – (Non Open Access)	2 x Class 156 Diesel Multiple Unit (4 power cars)
23971603	ScotRail Passenger Route Maintenance	1 x Class 158 Diesel Multiple Unit (2 power cars)
23586003	Edinburgh Waverley – Tweedbank	1 x Class 158 Diesel Multiple Unit (2 power cars)

APPENDIX 7D

"METERED TRAINS M" FOR THE PURPOSES OF PARAGRAPH 4.1.1 OF PART 2

Train Type	Train ID	Traction Type
380 (3 car formation)	380001 – 380022	AC
380 (4 car formation)	380101 – 380116	AC
334 (3 car formation)	334001 – 334040	AC

SCHEDULE 8: PERFORMANCE REGIME

1 Interpretation

1.1 Definitions

In this Schedule 8 and its Appendices, unless the context otherwise requires:

“Applicable Timetable” means, in respect of a day, that part of the Working Timetable in respect of that day which is required to be drawn up in accordance with Condition D2.1.1 of the Network Code as at 2200 hours on the day prior to that day, and which is applicable to the Trains;

“Bi-annual Timetable” means in respect of any day or any Period the Passenger Timetable commencing on either the Principal Change Date or Subsidiary Change Date (as the case may be) in which falls the last day of the Period containing that day or the last day of that Period respectively;

“Cancelled Stop” means in relation to a Train scheduled in the Applicable Timetable to stop to set down passengers at a Monitoring Point, the Train failing to trigger that Monitoring Point (except where the failure of the train to trigger the Monitoring Point is due to a malfunction of the Monitoring Point);

“Cancellation Minutes” means, in relation to a Cancelled Stop, the number of Cancellation Minutes specified in column J of Appendix 1 for the Service Group which includes that Train;

“Cap” means, in relation to a Monitoring Point, or a Train, the cap for the relevant Service Group in column K of Appendix 1;

“Capped Value” means in relation to any Service Group, the capped value (if any) specified in respect of that Service Group in Appendix 1 (as indexed in accordance with paragraph 9);

“Charter Destination Point” means any such station so specified in Appendix 2;

“ETCS” means the European Train Control System;

“Initial Indexation Factor” has the meaning ascribed to it in Schedule 7;

“Joint Inquiry” means a formal inquiry which is required by any of the Railway Group Standards to be held or is permitted by any of the Railway Group Standards to be held and is in fact held;

“Minutes Delay”	means, in relation to a Train and a Recording Point, the delay at that Recording Point, calculated in accordance with paragraph 3;
“Minutes Late”	means, in relation to a day and a Monitoring Point, the lateness at that Monitoring Point, calculated in accordance with paragraph 2;
“Monitoring Point”	means, in relation to a direction of a Service, a point listed in column N of Appendix 1 as a point to be used for recording lateness of Trains in accordance with paragraph 2, and each such Monitoring Point shall be treated as a separate Monitoring Point notwithstanding that it may also be a Monitoring Point for the same Service in the opposite direction and/or for other Services;
“Network Rail Performance Point”	means, in relation to a Service Group, the Network Rail performance point specified in column B of Appendix 1;
“Off-Peak”	where applicable, has the meaning ascribed to it in Schedule 5;
“Passenger’s Charter”	means a commitment to passengers generally (whether or not legally binding) made by the Train Operator or any Passenger Transport Executive (in respect of any services operated by the Train Operator which are the subject of arrangements between the Train Operator and that Passenger Transport Executive) in relation to the punctuality and/or reliability of all or any of the Trains. The foregoing shall not be construed as to include any specific alternative or additional arrangements with any particular passenger (whether or not legally binding);
“Passenger Timetable”	means the timetable referred to within the Performance Monitoring System as the passenger timetable and which reflects the Applicable Timetable;
“Peak”	Where applicable, has the meaning ascribed to it in Schedule 5;
“Performance Data Accuracy Code”	means the version of the Performance Data Accuracy Code referred to in Part B of the Network Code;
“Performance Monitoring System”	means the recording system which Network Rail is required to operate under Part B of the Network Code;
“Performance Sum”	means, in relation to a Service Group, a sum of money which Network Rail or the Train Operator is liable to pay to the other under this Schedule 8, as calculated in accordance with paragraph 9 or 10, as the case may be;

“Period”	means each consecutive period of 28 days during the term of this contract commencing at 0000 hours on 1 April in each year, provided that the length of the first and last such Period in any year may be varied by up to seven days on reasonable prior notice from Network Rail to the Train Operator;
“Recording Point”	means a point at which Network Rail records Trains using the Performance Monitoring System;
“Recovery Time”	means additional time incorporated in the Applicable Timetable to allow for a Train to regain time lost during an earlier part of its journey;
“Relevant Year”	has the meaning ascribed to it in Schedule 7;
“Restriction of Use”	has the meaning ascribed to it in Schedule 4;
“RPI”	has the meaning ascribed to it in Schedule 7;
“Season Ticket”	means any ticket valid for unlimited travel on a Service for not less than a period of one calendar month;
“Service Code”	means the third, fourth and fifth digits of an eight character train service code applied in the Performance Monitoring System to Trains and used to identify them;
“Service Group”	means a collection of Services contained within the service groups specified in column A of Appendix 1;
“Train”	means each train operating a Service which is: <ul style="list-style-type: none"> (a) operated by or on behalf of the Train Operator pursuant to the permission to use the Routes granted under this contract; and (b) used to provide services for the carriage of passengers by railway, but excludes any and all trains making an Ancillary Movement; and
“Train Operator Performance Point”	means, in relation to a Service Group, the Train Operator performance point specified in column F of Appendix 1.

1.2 Interpretation

For the purposes of this Schedule 8:

- (a) a Train shall be treated as being in a Service Group for that part of its journey during which it satisfies the characteristics specified in

columns A, L and N of Appendix 1 as forming a Service which is included in that Service Group;

- (b) events in respect of a Train shall be treated as occurring on the day on which the Train is scheduled in the Applicable Timetable to depart from the first point at which it is to pick up passengers; and
- (c) save as otherwise provided, each final calculation of minutes shall be accurate to three decimal places.

1.3 *Suspension Notices*

Wherever a Suspension Notice is in force, the effects of that Suspension Notice shall be the subject of Clause 3.6 and not of this Schedule 8. Accordingly, for the purposes of this Schedule 8:

- (a) neither Network Rail nor the Train Operator shall be allocated any responsibility for those effects; and
- (b) those effects shall not be regarded as causing any Minutes Late or Minutes Delay or Cancelled Stops.

2 **Calculation of Minutes Late**

The Minutes Late at a Monitoring Point on a day shall be derived from the following formula:

$$\text{Minutes Late} = \Sigma L$$

where:

L in respect of a Train is the lesser of:

- (i) the number of minutes (rounded down to the nearest whole minute) by which the time at which the Train stops at the Monitoring Point is later than the time at which that Train is scheduled in the Passenger Timetable to stop at that Monitoring Point; and
- (ii) the Cap,

provided that no regard shall be had for any Train which is not recorded as stopping at the Monitoring Point; and

Σ is the sum across all those Trains in the relevant Service Group which are scheduled in the Passenger Timetable to stop at that Monitoring Point on that day which do so stop.

3 **Calculation of Minutes Delay**

The Minutes Delay in respect of a Train when it triggers a Recording Point shall be equal to:

- (a) in respect of the first Recording Point triggered by that Train on any day, the number of minutes (rounded down to the nearest whole minute) by which the time at which that Train triggers the Recording Point is later than the time at which that Train is scheduled in the Applicable Timetable to do so; and
- (b) in respect of any other Recording Point, the lesser of:

(i) the number of Minutes Delay in respect of that Recording Point calculated in accordance with paragraph 3(a) (as if that Recording Point were the first Recording Point triggered by that Train); and

(ii) the greater of $((A_1 - A_2) + B)$ and zero

where:

A_1 is the number of minutes between the time at which the Train triggers the Recording Point (rounded down to the nearest whole minute) and the time the Train last triggered a Recording Point (rounded down to the nearest whole minute);

A_2 is the relevant time lapse scheduled in the Applicable Timetable between those same two Recording Points; and

B is any Recovery Time between those Recording Points incorporated in the Applicable Timetable;

provided that:

(1) any Minutes Delay which arise from a single incident or a series of related incidents and which are less than three minutes in aggregate shall be deemed to be zero; and

(2) if for any Train the aggregate Minutes Delay in respect of all Recording Points caused by a single incident are in excess of the Cap specified in column K of Appendix 1 for that Service Group, then such excess shall be disregarded.

4 Recording of performance information

4.1 *Recording of lateness, Minutes Delay and Cancelled Stops*

Without prejudice to its obligations under Part B of the Network Code, Network Rail shall use the Performance Monitoring System to record for each day in respect of each Train scheduled in the Applicable Timetable:

(a) the time at which the Train stops to set down passengers at each Monitoring Point;

(b) each Cancelled Stop and the incident(s) causing such Cancelled Stop where the incident can be identified;

(c) the time at which the Train triggers each Recording Point;

(d) the Minutes Delay for that Train at each Recording Point;

(e) where the Minutes Delay which that Train has accrued since the last Recording Point are greater than or equal to three minutes:

(i) the incident(s) causing each minute of any delay included in Minutes Delay; and

(ii) those Minutes Delay for which Network Rail is unable to identify a cause; and

- (f) for each Charter Destination Point in respect of Trains for which the Charter Destination Point is a destination for the purposes of a Passenger's Charter, the time of the Train's arrival.

The provisions of this Schedule 8, which concern the recording of train performance information or which refer to information regarding train performance, and the rights and remedies of the parties in respect of the recording of that information, shall be subject to and interpreted in accordance with the provisions of the Performance Data Accuracy Code.

4.2 *Recording of allocated responsibility for Minutes Delay and Cancelled Stops*

Network Rail shall for each day and for each Train scheduled in the Applicable Timetable record separately in the Performance Monitoring System those Minutes Delay and Cancelled Stops caused by incidents:

- (a) for which Network Rail is allocated responsibility in accordance with paragraph 5.2;
- (b) for which the Train Operator is allocated responsibility in accordance with paragraph 5.3;
- (c) for which Network Rail and the Train Operator are allocated joint responsibility, in accordance with paragraph 5.4;
- (d) for which no cause can be identified; and
- (e) which are planned incidents in accordance with paragraph 5.7.

4.3 *Failed Recording Points*

Without prejudice to its obligations under Part B of the Network Code, Network Rail shall use all reasonable endeavours:

- (a) to restore as soon as reasonably practicable any failed Recording Point; and
- (b) pending such restoration, to compile such information from manual records and other sources, including the Train Operator, and otherwise to substitute such information as is appropriate to reflect as accurately as is reasonably practicable the actual performance of the relevant Trains for the purposes of this Schedule 8.

4.4 *Provision of information by Train Operator*

The Train Operator shall record and shall continue to record such information as Network Rail may reasonably require and which it is reasonable to expect the Train Operator to have or procure in connection with any Minutes Delay that may arise and shall provide such information to Network Rail promptly after such information first becomes available to the Train Operator.

Network Rail shall promptly notify the Train Operator upon Network Rail becoming aware of any failure or any likely failure to record accurately the information which it is required to record under paragraph 4.1. Any such notification shall be in sufficient detail to enable the Train Operator to institute the recording of such information in connection with the Trains

for which the recording of information is subject to such failure or likely failure as the Train Operator may reasonably achieve. The Train Operator shall institute such recording as soon as it is reasonably able following receipt of the notification from Network Rail and will provide Network Rail with the resulting information no later than 1700 hours two Working Days following the day on which it was recorded.

5 Allocation of responsibility for Minutes Delay and Cancelled Stops

5.1 Assessment of incidents causing Minutes Delay and Cancelled Stops

- (a) In assessing the cause of any Minutes Delay or Cancelled Stop, there shall be taken into account all incidents contributing thereto including:
 - (i) the extent to which each party has taken reasonable steps to avoid and/or mitigate the effects of the incidents; and
 - (ii) where a Restriction of Use overruns due to the start of such Restriction of Use being delayed by a late running Train, the incident(s) giving rise to that late running;
- (b) The parties shall take reasonable steps to avoid and mitigate the effects of any incidents upon the Trains and any failure to take such steps shall be regarded as a separate incident;
- (c) Network Rail shall identify:
 - (i) in respect of each incident recorded under paragraph 4.1(e)(i) as causing Minutes Delay, the extent to which that incident caused each of the Minutes Delay; and
 - (ii) in respect of each incident recorded under paragraph 4.1(b), the extent to which that incident caused the Cancelled Stop;
- (d) So far as Network Rail is reasonably able to do so, it shall identify whether responsibility for incidents causing Minutes Delay or Cancelled Stops is to be allocated to Network Rail or to the Train Operator or to them jointly in accordance with the following provisions of this paragraph 5.

5.2 Network Rail responsibility incidents

Responsibility for Minutes Delay and Cancelled Stops on a day caused by incidents for which Network Rail is allocated responsibility pursuant to this paragraph 5.2 shall be allocated to Network Rail. Unless and to the extent otherwise agreed, Network Rail shall be allocated responsibility for an incident other than a planned incident (as defined in paragraph 5.7), if that incident is caused wholly or mainly:

- (a) by breach by Network Rail of any of its obligations under this contract; or
- (b) (whether or not Network Rail is at fault) by circumstances within the control of Network Rail in its capacity as operator of the Network; or
- (c) (whether or not Network Rail is at fault) by any act, omission or circumstance originating from or affecting the Network (including its

operation), including, subject to paragraph 5.3(b)(i), any incident in connection with rolling stock on the Network for which any train operator other than the Train Operator would be allocated responsibility if it were the Train Operator under this contract.

5.3 *Train Operator responsibility incidents*

Responsibility for Minutes Delay and Cancelled Stops on a day caused by incidents for which the Train Operator is allocated responsibility pursuant to this paragraph 5.3 shall be allocated to the Train Operator. Unless and to the extent otherwise agreed, the Train Operator shall be allocated responsibility for an incident other than a planned incident (as defined in paragraph 5.7) if that incident:

- (a) is caused wholly or mainly:
 - (i) by breach by the Train Operator of any of its obligations under this contract; or
 - (ii) (whether or not the Train Operator is at fault) by circumstances within the control of the Train Operator in its capacity as an operator of trains; or
 - (iii) (whether or not the Train Operator is at fault) by any act, omission or circumstance originating from or affecting rolling stock operated by or on behalf of the Train Operator (including its operation), including any such act, omission or circumstance originating in connection with or at any station (other than in connection with signalling under the control of Network Rail at that station or physical works undertaken by Network Rail at that station), any light maintenance depot or any network other than the Network; or
- (b) causes delay to:
 - (i) rolling stock operated by or on behalf of another train operator which is delayed in entering or leaving the Network due to any act, omission or circumstance originating in connection with a light maintenance depot or network other than the Network and, as a result of that delay, rolling stock operated by or on behalf of the Train Operator which is scheduled to leave or enter the Network at the connection with that light maintenance depot or other network is then delayed behind the first mentioned rolling stock; or
 - (ii) the commencement of a Train's journey, which is caused by the late running for any reason whatever of any rolling stock included in that Train when that rolling stock is operated by or on behalf of another train operator.

5.4 *Joint responsibility incidents*

- (a) Network Rail and the Train Operator shall be allocated joint responsibility for:

- (i) any incident which is not a planned incident (as defined in paragraph 5.7), caused by an act, omission or circumstance originating in connection with or at a station which:
 - (1) is an act, omission or circumstance which affects the Network, or its operation, and prevents a Train entering or passing through a station at the time it is scheduled to do so; and
 - (2) prevents the access of passengers through the station to or from the Train;
 and paragraphs 5.2 and 5.3 shall not apply to any such incident; or
 - (ii) any identified incident in respect of which Network Rail and the Train Operator are equally responsible and for which neither Network Rail nor the Train Operator is allocated responsibility under paragraph 5.2 or 5.3.
- (b) Unless and to the extent otherwise agreed, Minutes Delay or Cancelled Stops caused by incidents for which Network Rail and the Train Operator are allocated joint responsibility pursuant to paragraph 5.4(a) shall be allocated 50% to Network Rail and 50% to the Train Operator.

5.5 *Unidentified incidents: Minutes Delay*

Responsibility for Minutes Delay on any day in respect of a Service Group caused by incidents which are unidentified, as recorded under paragraph 4.2(d), shall be allocated as follows:

- (a) if there are any Minutes Delay in respect of the Service Group recorded as being caused by incidents for which Network Rail or the Train Operator are allocated responsibility:
 - (i) 50% of the unidentified Minutes Delay under paragraph 4.2(d) shall be allocated to Network Rail, the Train Operator and joint responsibility incidents *pro rata* to the aggregate Minutes Delay for that Service Group respectively recorded as being their responsibility under this paragraph 5 for that day; and
 - (ii) the balance of the Minutes Delay under paragraph 4.2(d) shall be allocated to Network Rail; and
- (b) if no Minutes Delay on that day in respect of the Service Group are recorded as being caused by incidents for which Network Rail or the Train Operator are allocated responsibility, then Network Rail and the Train Operator shall each be allocated 50% of the unidentified Minutes Delay recorded under paragraph 4.2(d).

5.6 *Unidentified incidents: Cancelled Stops*

Responsibility for Cancelled Stops on a day in respect of a Service Group caused by incidents which are unidentified shall be allocated 50% to Network Rail and 50% to the Train Operator.

5.7 *Planned incidents*

An incident shall be treated as a planned incident if and to the extent that:

- (a) such incident was a Restriction of Use notified in accordance with Schedule 4 by Network Rail to the Train Operator; or
- (b) there is Recovery Time in respect of that incident.

5.8 *Allocation of responsibility for Minutes Delay at Service Group level: aggregate Minutes Delay*

In respect of a Service Group, the aggregate Minutes Delay on a day shall be the aggregate of all Minutes Delay recorded under paragraphs 4.2(a) to 4.2(d) in respect of all Trains in that Service Group scheduled in the Applicable Timetable.

5.9 *Allocation of responsibility for Minutes Delay at Service Group level: Network Rail Minutes Delay*

In respect of a Service Group, the Minutes Delay on a day allocated to Network Rail shall be the aggregate of any Minutes Delay allocated to Network Rail under paragraph 5.2, paragraph 5.4 and paragraph 5.5.

5.10 *Allocation of responsibility for Minutes Delay at Service Group level: Train Operator Minutes Delay*

In respect of a Service Group, the Minutes Delay on a day allocated to the Train Operator shall be the aggregate of any Minutes Delay allocated to the Train Operator under paragraph 5.3, paragraph 5.4 and paragraph 5.5.

5.11 *Network Rail Cancelled Stops at Monitoring Point level*

In respect of a Monitoring Point, the Cancelled Stops on a day allocated to Network Rail shall be the aggregate of any Cancelled Stops allocated to Network Rail under paragraph 5.2, paragraph 5.4 and paragraph 5.6.

5.12 *Train Operator Cancelled Stops at Monitoring Point level*

In respect of a Monitoring Point, the Cancelled Stops on a day allocated to the Train Operator shall be the aggregate of any Cancelled Stops allocated to the Train Operator under paragraph 5.3, paragraph 5.4 or paragraph 5.6.

6 Statement of allocated responsibility

6.1 *Initial statement*

For each day, Network Rail shall provide to the Train Operator as soon as reasonably practicable and in any event no later than the following Working Day:

- (a) the allocation of responsibility for incidents made by Network Rail under paragraph 5; and
- (b) a summary for each Service Group showing:

- (i) the aggregate Minutes Delay and Cancelled Stops recorded under each category set out in paragraph 4.2; and
- (ii) a list of the Minutes Delay and Cancelled Stops (in each case broken down by incident) recorded as the responsibility of Network Rail and as the responsibility of the Train Operator.

6.2 *Further statements*

If Network Rail's nominated representative has reasonable grounds to believe that any further incident was the responsibility of the Train Operator or of Network Rail but was not shown as such in the information made available in accordance with paragraph 6.1, then Network Rail may, within seven days after the last Minutes Delay or Cancelled Stop caused by that incident, issue a notice in accordance with paragraph 15 revising the information and/or allocations of responsibility made available under paragraph 6.1.

6.3 *Adjustment statements*

If Condition B3.3 (adjustment to prior results) applies in respect of all or part of a Period, then Network Rail shall promptly issue to the Train Operator a statement showing the necessary adjustments (if any) to statements already issued and Performance Sums already paid in respect of the Period, and any such adjusting statement shall be treated as if it were a statement under paragraph 11.1 and, subject to paragraph 12.2, an adjusting payment shall be payable within 28 days of Network Rail's statement.

6.4 *Disputes about statements of allocated responsibility*

- (a) Except to the extent that it has, within two Working Days of receipt, notified Network Rail in accordance with paragraph 15 that it disputes the contents of a statement under paragraphs 6.1 or 6.2, the Train Operator shall be deemed to have agreed the contents of that statement. Any notification of a dispute shall specify the reasons for that dispute.
- (b) The parties shall attempt to resolve disputes notified in accordance with paragraph 6.4(a) as follows:
 - (i) within the next two clear Working Days after notification of any dispute, nominated representatives of the parties shall attempt to resolve that dispute; and
 - (ii) if agreement has not been reached after two clear Working Days, representatives authorised by a more senior level of management of the parties shall use all reasonable endeavours to negotiate a resolution of the dispute.
- (c) Negotiations under paragraph 6.4(b)(ii) shall continue, if necessary, until a date no earlier than five clear Working Days after the end of the Period in which the event giving rise to the dispute referred to in paragraph 6.4(a) occurred.

7 Allocation of Minutes Late to Network Rail

In respect of each Monitoring Point, the Minutes Late on a day at that Monitoring Point allocated to Network Rail (MLNR) shall be calculated according to the following formulae:

if MD is greater than zero

$$MLNR = \frac{(MDNR \cdot ML)}{MD} + DMLNR$$

or if MD is equal to zero

$$MLNR = (0.5 \cdot ML) + DMLNR$$

where:

ML is the aggregate Minutes Late at that Monitoring Point on that day for all Trains in that Service Group, calculated in accordance with paragraph 2;

MD is the aggregate Minutes Delay on that day in respect of the Service Group under which that Monitoring Point is listed in column N of Appendix 1, calculated in accordance with paragraph 5.8;

MDNR is that part of such MD allocated to Network Rail in accordance with paragraph 5.9; and

DMLNR is the deemed minutes late at that Monitoring Point on that day allocated to Network Rail, derived from the following formula:

$$DMLNR = RC \cdot CM$$

where:

RC is the number of Cancelled Stops recorded at that Monitoring Point on that day for which Network Rail is allocated responsibility in accordance with paragraph 5.11; and

CM is the Cancellation Minutes for that Service Group set out in column J of Appendix 1.

8 Allocation of Minutes Late to the Train Operator

In respect of each Monitoring Point, the Minutes Late at that Monitoring Point on a day allocated to the Train Operator (MLT) shall be calculated according to the following formulae:

if MD is greater than zero

$$MLT = \frac{(MDT \cdot ML)}{MD} + DMLT$$

or if MD is equal to zero

$$MLT = (0.5 \cdot ML) + DMLT$$

where:

- ML is the aggregate Minutes Late at that Monitoring Point on that day for all Trains in that Service Group, calculated in accordance with paragraph 2;
- MD is the aggregate Minutes Delay on that day in respect of the Service Group under which that Monitoring Point is listed in column N of Appendix 1, calculated in accordance with paragraph 5.8;
- MDT is that part of such MD allocated to the Train Operator in accordance with paragraph 5.10; and
- DMLT is the deemed minutes late at that Monitoring Point on that day allocated to the Train Operator, derived from the following formula:
- $$DMLT = TC \cdot CM$$
- where:
- TC is the number of Cancelled Stops recorded at that Monitoring Point on that day for which the Train Operator is allocated responsibility in accordance with paragraph 5.12; and
- CM is the Cancellation Minutes for that Service Group set out in column J of Appendix 1.

9 Network Rail Performance Sums

- 9.1 In respect of a Service Group, the Network Rail Performance Sum (NRPS) for each Period shall be calculated according to the following formula:

$$NRPS = (NRPP - NRWAML) \cdot BF \cdot NRPR$$

where:

- NRPP is the Network Rail Performance Point for that Service Group specified in column B of Appendix 1 for the year in which that Period falls;
- NRWAML is the aggregate for all Monitoring Points in the Service Group of the weighted average minutes late allocated to Network Rail in accordance with the following formula:

$$NRWAML = \sum \frac{(MLNR \cdot MPW)}{SP}$$

where:

- \sum is the sum across all Monitoring Points in the Service Group;

MLNR is the Minutes Late allocated to Network Rail in respect of each Monitoring Point in that Period, in accordance with paragraph 7;

MPW is the weighting attributable to that Monitoring Point, as specified in column O of Appendix 1; and

SP is the aggregate number of stops to set down passengers at that Monitoring Point scheduled for the Period in the Applicable Timetable for which a stop or Cancelled Stop is recorded in accordance with paragraphs 4.1(a) and (b) except that if SP=0 for any Monitoring Point, then for that Monitoring Point it shall be deemed that $\frac{(MLNR \cdot MPW)}{SP}$ shall equal zero;

BF is the relevant busyness factor estimated for the Period according to the following formula:

$$BF = \frac{\sum(MPW \cdot SD)}{AS}$$

where:

\sum is the sum across all Monitoring Points in the Service Group;

MPW is the weighting attributable to that Monitoring Point, as specified in column O of Appendix 1;

SD is the aggregate number of stops to set down passengers at that Monitoring Point scheduled in the Applicable Timetable for that Period for that Service Group; and

AS is the average number of stops per day at the Monitoring Point scheduled in the Bi-annual Timetable in respect of that Period except that if AS=0 for any Monitoring Point it shall be deemed that $\frac{(MPW \cdot SD)}{A}$ shall equal zero; and

NRPR is the relevant Network Rail payment rate for that Service Group specified in column E of Appendix 1 as indexed in accordance with paragraph 13,

provided that:

- (i) if a Capped Value is specified in respect of that Service Group in Appendix 1 and the value of NRPS in respect of any Period is determined in accordance with the formula set out in this paragraph to be greater than the Capped Value in respect of such Period, then the value of NRPS shall be deemed to be equal to the Capped Value in respect of such Period;
- (ii) the Capped Value shall be multiplied by the CV indexation figure for the Relevant Year;

- (iii) the CV indexation figure in Relevant Year t shall be derived from the following formula:

$$CV_t = \left(1 + \frac{(RPI_{t-1} - RPI_{2013})}{RPI_{2013}} \right) \cdot \text{Initial Indexation Factor}$$

where:

- CV_t means the CV indexation in Relevant Year t;
 RPI_{t-1} means the RPI published or determined with respect to the month of November in Relevant Year t-1; and;
 RPI₂₀₁₃ means the RPI published or determined with respect to the month of November 2013.

- 9.2 Where NRPS is less than zero, Network Rail shall pay the amount of the NRPS to the Train Operator. Where NRPS is greater than zero, the Train Operator shall pay that amount to Network Rail.

10 Train Operator Performance Sums

- 10.1 In respect of a Service Group, the Train Operator Performance Sum (TPS) for each Period shall be calculated according to the following formula:

$$TPS = (TPP - TWAML) \cdot BF \cdot TPR$$

where:

- TPP is the Train Operator Performance Point for the Service Group specified in column F of Appendix 1;
 TWAML is the aggregate for all Monitoring Points in the Service Group of the weighted average minutes late allocated to the Train Operator in accordance with the following formula:

$$TWAML = \sum \frac{(MLT \cdot MPW)}{SP}$$

where:

\sum is the sum across all Monitoring Points in the Service Group;

MLT is the Minutes Late allocated to the Train Operator in respect of each Monitoring Point in that Period, in accordance with paragraph 8;

MPW is the weighting attributable to that Monitoring Point, as specified in column O of Appendix 1; and

SP is the aggregate number of stops to set down passengers at that Monitoring Point scheduled for the Period in the Applicable Timetable for which a stop or Cancelled Stop is recorded in accordance with paragraphs 4.1(a) and (b) except that if SP=0 for any Monitoring Point, then for that Monitoring Point it shall be deemed that $\frac{MLT \cdot MPW}{SP}$ shall equal zero;

BF is the relevant busyness factor estimated for the Period according to the following formula:

$$BF = \sum(MPW \cdot \frac{SD}{AS})$$

where:

\sum is the sum across all Monitoring Points in the Service Group;

MPW is the weighting attributable to that Monitoring Point, as specified in column O of Appendix 1;

SD is the aggregate number of stops to set down passengers at the Monitoring Point scheduled in the Applicable Timetable for that Period for that Service Group; and

AS is the average number of stops per day at the Monitoring Point scheduled in the Bi-annual Timetable in respect of that Period except that if AS=0 for any Monitoring Point it shall be deemed that $\frac{MPW \cdot SD}{AS}$ shall equal zero; and

TPR is the relevant Train Operator payment rate for that Service Group specified in column I of Appendix 1 as indexed in accordance with the provisions in paragraph 13.

10.2 Where TPS is less than zero, the Train Operator shall pay the amount of the TPS to Network Rail. Where TPS is greater than zero, Network Rail shall pay that amount to the Train Operator.

11 Notification of Performance Sums

11.1 Notification

Within 14 days after the end of each Period, Network Rail shall provide the Train Operator with a statement for each Service Group for that Period showing:

- (a) any Performance Sums for which Network Rail or the Train Operator is liable, together with such supporting information (other than information in respect of incidents recorded as the responsibility of Network Rail) as the Train Operator may reasonably require; and
- (b) any matter referred to in paragraph 6.1 which the Train Operator has disputed in accordance with paragraph 6.4(a) and which is still in dispute.

11.2 Disputes

Within 14 days after receipt by the Train Operator of a statement required under paragraph 11.1, the Train Operator shall notify Network Rail of any aspects of such statement which it disputes, giving reasons for each such dispute. The Train Operator shall not dispute any matter which it has agreed or deemed to have agreed under paragraph 6. Such disputes and any matter referred to in paragraph 11.1(b) shall be resolved in accordance with the procedure in paragraph 16. Save to the extent that disputes are so notified, the Train Operator shall be deemed to have agreed the contents of each statement.

12 Payment procedures

12.1 Payments and set-off

- (a) In respect of any and all Performance Sums for which Network Rail and the Train Operator are liable in any Period, the aggregate liabilities of Network Rail and the Train Operator shall be set off against each other. The balance shall be payable by Network Rail or the Train Operator, as the case may be, within 35 days after the end of the Period to which the payment relates.
- (b) Subject to paragraph 12.2, and save as otherwise provided, all other sums payable under this Schedule 8 shall be paid within 35 days after the end of the Period to which such payment relates.

12.2 Payments in the event of dispute

Where any sum which is payable under this paragraph 12 is in dispute:

- (a) the undisputed amount shall be paid or set off (as the case may be) in accordance with paragraph 12.1;
- (b) the disputed balance (or such part of it as has been agreed or determined to be payable) shall be paid or set off (as the case may be) within 35 days after the end of the Period in which the dispute is resolved or determined; and
- (c) from the date at which such balance would but for the dispute have been due to be paid or set off, the disputed balance shall carry interest (incurred daily and compounded monthly) at the Default Interest Rate, unless the dispute relates to an incident the responsibility for which is the subject of a Joint Inquiry, in which case interest shall be payable at the prevailing base rate of Barclays Bank plc.

13 Payment rates

- 13.1 Each payment rate in columns E and I of Appendix 1 shall be adjusted in respect of Periods in Relevant Year t in accordance with the following formula:

$$R_t = R_{t-1} \cdot \left(1 + \frac{(RPI_{t-1} - RPI_{t-2})}{RPI_{t-2}} \right)$$

where:

R_t is the relevant rate in the Relevant Year t ;

R_{t-1} is the relevant rate in the Relevant Year $t-1$; and

RPI_{t-1} has the same meaning as set out in Paragraph 9.1 above of this Schedule 8; and

RPI_{t-2} means the RPI published or determined with respect to the month of November in Relevant Year $t-2$,

but so that in relation to the Relevant Year commencing on 1 April 2014, R_t shall have the relevant value specified in the relevant column (either E or I) of Appendix 1, multiplied by the Initial Indexation Factor and in the next following Relevant Year, R_{t-1} shall have the same value.

14 Not used

15 Notices

15.1 All notices under this Schedule 8 shall be given in writing and shall be sent by prepaid first class post, email or fax or delivered by hand to the party in question at the address for service last notified by that party.

15.2 Any such notice shall be deemed to have been duly received:

- (a) if sent by prepaid first class post, three days after posting unless otherwise proven;
- (b) if sent by hand, when delivered;
- (c) if sent by facsimile, (subject to confirmation of uninterrupted transmission by a transmission report) before 1700 hours on a business day, on the day of transmission and, in any other case, at 0900 hours on the next following business day ("business day" for these purposes being a day which is not a Saturday, Sunday or a public holiday in the place where the transmission is to be received); and
- (d) if sent by email, (unless a notice of non-delivery is received) upon receipt.

16 Disputes

16.1 If any dispute is notified under paragraph 11.2 it shall be resolved according to the following procedure:

- (a) within seven days of service of the relevant notice (or, if the dispute relates to an incident the responsibility for which is or is to be the subject of a Joint Inquiry, within seven days of publication of the

conclusion of that Joint Inquiry), the parties shall meet to discuss the disputed aspects with a view to resolving all disputes in good faith;

- (b) if, for any reason, within seven days of the meeting referred to in paragraph 16.1(a), the parties are still unable to agree any disputed aspects, each party shall promptly and in any event within seven days prepare a written summary of the disputed aspects and the reasons for each such dispute and submit such summaries to the senior officer of each party;
- (c) within 28 days of the first meeting of the parties, the senior officers of the parties shall meet with a view to resolving all disputes; and
- (d) if no resolution results before the expiry of 14 days following that meeting, then either party may refer the matter for resolution in accordance with the ADRR.

17 Amendments to Appendix 1

17.1 Circumstances in which parties agree to amend Appendix 1

Either party may by notice to the other propose that Appendix 1 be amended in accordance with this paragraph 17.

17.2 Procedure for amendments to Appendix 1

- (a) The party who wishes to amend Appendix 1 shall notify the other party of any such proposed change and the date from which it proposes that such change will have effect:
 - (i) where such change relates to a forthcoming timetable change, on or before the first day of the month six months before the relevant Principal Change Date or Subsidiary Change Date on which that timetable change is due to occur; and
 - (ii) in any other case, prior to the date from which it proposes such change shall have effect.
- (b) Any notice under paragraph 17.2(a) shall:
 - (i) specify as far as possible that party's proposed amendments to Appendix 1; and
 - (ii) be accompanied by information and evidence in reasonable detail supporting the change proposed and setting out the reasons for it.
- (c) The party receiving a notice issued under paragraph 17.2(a) shall respond to that notice in writing, in reasonable detail and with reasons for its response, within 56 days of service of such notice.
- (d) Promptly (and in any event within 34 days) following the service of any response under paragraph 17.2(c), the parties shall endeavour to agree whether Appendix 1 should be amended in accordance with this paragraph 17 and, if so, the amendments.

- (e) If the parties fail to reach agreement within 90 days of service of a notice under paragraph 17.2(a), or if prior to that date both parties agree that agreement is unlikely to be reached within that period:
 - (i) either party may notify ORR; and
 - (ii) if ORR elects to determine the matter, the parties shall furnish ORR with such information and evidence as ORR shall require in order to determine the matter, such determination to be binding on the parties.
- (f) If ORR does not elect to determine the matter within 56 days of receipt by ORR of notification in accordance with paragraph 17.2(e)(i), either party may refer the matter for resolution in accordance with the ADRR and the parties shall agree in a Procedure Agreement (such term to have the same meaning as in the ADRR) that:
 - (i) the relevant ADRR Forum shall have regard to any relevant criteria and/or policy statement issued by ORR including in relation to the introduction of any capped value in respect of any Service Group in Appendix 1; and
 - (ii) that the relevant ADRR Forum will set out its reasoning in any determination.
- (g) An amendment to Appendix 1 shall take effect only when it has been approved by ORR under section 22 of the Act. Accordingly, as soon as reasonably practicable after any such amendment is agreed or determined in accordance with this paragraph 17 (other than a determination by ORR pursuant to paragraph 17.2(e)(ii)), the parties shall ensure that ORR is furnished with such amendment and such information and evidence as ORR requires to decide whether or not to approve the amendment.
- (h) Any agreed amendment to Appendix 1 in connection with the proposal referred to in paragraph 17.1 which is agreed by the parties or determined by the relevant ADRR Forum, and which is approved by ORR under section 22 of the Act shall apply with effect from either:
 - (i) the relevant Principal Change Date or Subsidiary Change Date (where paragraph 17.2(a)(i) applies); or
 - (ii) the date proposed by the party requesting the change (where paragraph 17.2(a)(ii) applies), unless otherwise agreed by the parties or determined by the relevant ADRR Forum in accordance with paragraph 17.2(f).
- (i) Where ORR determines the matter subject to paragraph 17.2(e)(ii), it may issue a notice to the parties setting out the amendments to be made to Appendix 1 and the date, which may be retrospective, from which they shall take effect.

17.3 Adjustments to the Performance Monitoring System

Network Rail shall make appropriate amendments to the Performance Monitoring System to reflect the amendments to Appendix 1 by the date when in accordance with paragraph 17.2 such amendments are to take effect, or as soon as reasonably practicable thereafter. Where any such amendment to Appendix 1 or any consequential amendment to the Performance Monitoring System is not made until after that date, Network Rail shall, promptly following such amendments being made, issue to the Train Operator a statement showing the necessary adjustments to the statements already issued and the payments already made in respect of Performance Sums up to and including the Period commencing on the date when in accordance with paragraph 17.2 such amendments to Appendix 1 are to take effect. Any such adjusting statement shall be treated as if it were a statement under paragraph 11.1 and, subject to paragraph 12.2, an adjusting payment shall be payable within 35 days of that adjusting statement.

17.4 Costs of implementing amendment

Network Rail shall (subject to any determination of the relevant ADRR Forum as to costs, where a matter is referred to that forum under paragraph 17.2(f)) be entitled to ninety percent (90%) of costs incurred by or on behalf of Network Rail in assessing and implementing any amendments to Appendix 1 and the Performance Monitoring System, provided that those costs shall be the minimum reasonably necessary for Network Rail to assess and implement that amendment.

17.5 Relationship with Appendix 3 and remainder of Schedule 8

References in this paragraph to amendments to Appendix 1 shall include any amendments to Appendix 3 or any other relevant parts of Schedule 8 which are agreed or determined to be reasonably required in connection with those amendments to Appendix 1.

17A ETCS Amendments

17A.1 Circumstances in which ETCS Amendments can be made

- (a) Either party may by notice to the other propose that amendments are made to this Schedule 8 (and to any other provisions of this contract as a result of those amendments) as a consequence of the introduction of ETCS on any of the Routes that the Train Operator has permission to use ("**ETCS Amendments**").
- (b) ORR may make ETCS Amendments, subject to complying with paragraph 17A.3.

17A.2 ETCS Amendments agreed by the parties

- (a) A party that wishes to make ETCS Amendments shall serve a notice on the other party that:
 - (i) specifies as far as possible the proposed ETCS Amendments

and the date from which they are to have effect; and

- (ii) is accompanied by information and evidence in reasonable detail supporting the proposed ETCS Amendments and setting out the reasons for making them.
- (b) The party receiving a notice under paragraph 17A.2(a) shall respond in writing, in reasonable detail and with reasons for its response, within 30 Working Days of service of such notice.
- (c) Promptly, and in any event within 20 Working Days following service of a response pursuant to paragraph 17A.2(b), the parties shall use reasonable endeavours to agree the wording of the proposed ETCS Amendments and the date on which they are to have effect.
- (d) If:
 - (i) the parties agree to make ETCS Amendments pursuant to paragraph 17A.2(c); or
 - (ii) the parties fail to reach agreement within 50 Working Days of service of a notice under paragraph 17A.2(a), or prior to that date the parties agree that it is unlikely that agreement will be reached within that period,

they shall notify ORR.

17A.3 ORR right to approve, determine or make ETCS Amendments

- (a) If ORR:
 - (i) receives a notification under paragraph 17A.2(d); or
 - (ii) proposes to make ETCS Amendments itself,
then in deciding whether to approve, determine or make (as the case may be) the ETCS Amendments it shall:
 - (A) give the parties and such other persons, if any, as it considers appropriate, the opportunity to make representations in relation to the proposed ETCS Amendments; and
 - (B) take into account any representations received before making its decision, such decision to specify the date on which the ETCS Amendments shall have effect.
- (b) ORR may require either party to provide such information as it may reasonably require to make a decision pursuant to paragraph 17A.3(a), and such information shall be provided in accordance with any timescales and to the standard required by ORR.

18. Compensation for sustained poor performance

18.1 Definitions

In this paragraph 18, unless the context otherwise requires:

“Average Periodic Liability” means one thirteenth of the sum of all values of NRPS (as that term is defined in paragraph 9) to be calculated by deducting the sum of all values of NRPS for which the Train Operator is liable from the sum of all values of NRPS for which Network Rail is liable in each case in respect of the relevant Calculation Term;

“Calculation Term” means the 13 Periods immediately preceding each Periodic Liability Date;

“Periodic Liability Date” means the first day of the first, fourth, seventh and eleventh Periods in each Relevant Year ignoring for these purposes any Period that commences before the Transition Date as referred to in Clause 19; and

“SPP Threshold” means the value specified in respect of the end of the relevant Calculation Term in Appendix 3 (as indexed in accordance with paragraph 19).

18.2 *Indemnity*

Network Rail shall indemnify the Train Operator against all Relevant Losses in accordance with this paragraph 18 if, and to the extent that, the Average Periodic Liability shows Network Rail has exceeded (that is, equalled or been worse than) the relevant SPP Threshold.

18.3 *Determination of Relevant Losses*

Subject to paragraph 18.4, the liability of Network Rail under paragraph 18.2 for sustained poor performance (SPPL) shall be determined in accordance with the following formula:

$$\text{SPPL} = \text{RL} - \text{PS}$$

where:

RL means the Train Operator’s Relevant Losses arising as a direct result of Minutes Delay and Cancelled Stops during the Calculation Term in each case insofar as these do not arise as a result of an incident for which the Train Operator is allocated responsibility pursuant to paragraph 5.3; and

PS means the sum of all values of NRPS (as that term is defined in paragraph 9) to be calculated by deducting the sum of all values of NRPS for which the Train Operator is liable from the sum of all values of NRPS for which Network Rail is liable in each case in respect of the relevant Calculation Term;

18.4 *Restrictions on claims by Train Operator*

The Train Operator shall not be entitled to make a claim for Relevant Losses pursuant to this paragraph 18:

- (a) if and to the extent that it has previously recovered those Relevant Losses whether under this paragraph 18 or otherwise; or
- (b) in relation to any Calculation Term or part of it that precedes the Transition Date as referred to in Clause 19.

19 SPP Indexation

19.1 SPP Indexation

Each value specified in Appendix 3 shall be multiplied by the SPP indexation figure for the Relevant Year.

19.2 Application of SPP Indexation

The SPP indexation figure in Relevant Year t shall be derived from the following formula:

$$\text{SPPI}_t = \left(1 + \frac{(\text{RPI}_{t-1} - \text{RPI}_{2013})}{\text{RPI}_{2013}} \right) \bullet \text{Initial Indexation Factor}$$

where:

SPPI_t means the SPP indexation in Relevant Year t;

RPI_{t-1} has the meaning as set out in Paragraph 9.1 above of this Schedule 8; and

RPI_{2013} has the meaning as set out in Paragraph 9.1 above of this Schedule 8.

APPENDIX 1

HA01

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O					
Service Group	Network Rail				Train Operator				Cancellation Minutes	CAP	Service Code		Direction	Monitoring Point		Weighting			
	Performance Point	Payment Rate			Performance Point	Payment Rate													
		MRE	Societal Rate	Total		Train Operator Rate	Passenger Charter Rate	Total											
HA01 Express All Trains	2014-15	✂			✂				45	180	540	Glasgow – Aberdeen Dyce	Forward	Aberdeen	✂				
	2015-16	✂									540	Glasgow – Aberdeen Dyce	Forward	Dundee	✂				
	2016-17	✂										540	Glasgow – Aberdeen Dyce	Reverse	Glasgow Street	Queen	✂		
												540	Glasgow – Aberdeen Dyce	Reverse	Dundee		✂		
	2017-18	✂												541	Edinburgh – Aberdeen	Forward	Aberdeen	✂	
														541	Edinburgh – Aberdeen	Forward	Dundee		✂
														541	Edinburgh – Aberdeen	Reverse	Edinburgh		✂
														541	Edinburgh – Aberdeen	Reverse	Dundee		✂
	2018-19	✂												548	Edinburgh – Falkirk - Glasgow	Forward	Glasgow Street	Queen	✂
														548	Edinburgh – Falkirk - Glasgow	Reverse	Edinburgh		✂
														549	Glasgow/Edinburgh – Inverness	Forward	Inverness		✂
														549	Glasgow/Edinburgh – Inverness	Forward	Perth		✂
														549	Glasgow/Edinburgh – Inverness	Reverse	Glasgow Queen St		✂
														549	Glasgow/Edinburgh – Inverness	Reverse	Edinburgh		✂
														549	Glasgow/Edinburgh – Inverness	Reverse	Perth		✂
											549	Glasgow/Edinburgh – Inverness	Forward	Kingussie		✂			

HA02

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	
Service Group	Network Rail				Train Operator				Cancellation Minutes	CAP	Service Code		Direction	Monitoring Point	Weighting
	Performance Point	Payment Rate			Performance Point	Payment Rate									
		MRE	Societal Rate	Total		Train Operator Rate	Passenger Charger Rate	Total							
HA02 East Coast Suburban All Trains	2014-15	✂		✂	✂			✂	66	264	576	Edinburgh – Dunblane	Forward	Stirling	✂
	2015-16	✂									576	Edinburgh – Dunblane	Forward	Dunblane	✂
	2016-17	✂									576	Edinburgh – Dunblane	Reverse	Falkirk Grahamston	✂
	2017-18	✂									576	Edinburgh – Dunblane	Reverse	Edinburgh	✂
	2018-19	✂									584	Haymarket – North Berwick	Forward	Drem	✂
											584	Haymarket – North Berwick	Reverse	Edinburgh	✂
											584	Haymarket – North Berwick	Reverse	Haymarket	✂
											586	Edinburgh – Tweedbank	Forward	Tweedbank	✂
											586	Edinburgh – Tweedbank	Reverse	Edinburgh	✂
											5871	Fife Circular – Anti-Clockwise	Reverse	Edinburgh	✂
												Fife Circular - Anti - Clockwise	Forward	Kirkcaldy	✂
											5870	Fife Circular – Clockwise	Forward	Markinch	✂
												Fife Circular – Clockwise	Forward	Cowdenbeath	✂
									Fife Circular – Clockwise	Forward	Dunfermline	✂			
									Fife Circular – Clockwise	Reverse	Edinburgh	✂			
									Fife Circular – Clockwise			✂			

HA03

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	
Service Group	Network Rail				Train Operator				Cancellation Minutes	CAP	Service Code		Direction	Monitoring Point	Weighting
	Performance Point	Payment Rate			Performance Point	Payment Rate									
		MRE	Societal Rate	Total		Train Operator Rate	Passenger Charter Rate	Total							
HA03	2014-15	✂		✂	✂			✂	180	270	579	South West Services	Forward	Glasgow Central	✂
South West Rural	2015-16	✂									579	South West Services	Forward	Carlisle	✂
All Trains	2016-17	✂									579	South West Services	Forward	Ayr	✂
	2017-18	✂									579	South West Services	Reverse	Stranraer	✂
	2018-19	✂									579	South West Services	Reverse	Glasgow Central	✂
															✂

HA04

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	
Service Group	Network Rail				Train Operator				Cancellation Minutes	CAP	Service Code		Direction	Monitoring Point	Weighting
	Performance Point	Payment Rate			Performance Point	Payment Rate									
		MRE	Societal Rate	Total		Train Operator Rate	Passenger Charter Rate	Total							
HA04	2014-15	✂		✂	✂			✂	120	180	542	Inverness – Wick/Thurso	Forward	Wick	✂
Highland Rural	2015-16	✂									542	Inverness – Wick/Thurso	Forward	Tain	✂
All Trains	2016-17	✂									542	Inverness – Wick/Thurso	Reverse	Inverness	✂
	2017-18	✂									542	Inverness – Wick/Thurso	Forward	Invergordon	✂
	2018-19	✂									543	Inverness – Kyle of Lochalsh	Reverse	Inverness	✂
											543	Inverness – Kyle of Lochalsh	Forward	Kyle of Lochalsh	✂
											545	Ghq – Oban/Ft William/Mallaig	Forward	Mallaig	✂
											545	Ghq – Oban/Ft William/Mallaig	Forward	Oban	✂
											545	Ghq – Oban/Ft William/Mallaig	Forward	Fort William	✂
											545	Ghq – Oban/Ft William/Mallaig	Reverse	Fort William	✂
											545	Ghq – Oban/Ft William/Mallaig	Reverse	Glasgow Queen St	✂
											547	Aberdeen – Inverness	Reverse	Elgin	✂
											547	Aberdeen – Inverness	Reverse	Aberdeen	✂
											547	Aberdeen – Inverness	Forward	Dyce	✂
											547	Aberdeen – Inverness	Forward	Inverness	✂
											547	Aberdeen – Inverness	Forward	Keith	✂
											547	Aberdeen – Inverness	Forward	Inverurie	✂
															✂

HA06 Off Peak

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O		
Service Group	Network Rail				Train Operator				Cancellation Minutes	CAP	Service Code		Direction	Monitoring Point	Weighting	
	Performance Point	Payment Rate			Performance Point	Payment Rate										
		MRE	Societal Rate	Total		Train Operator Rate	Passenger Charger Rate	Total								
HA06 Strathclyde Electric Off-Peak	2014-15	✂		✂	✂			✂	45	180	560	Gse North	Forward	Glasgow Queen Street LI	✂	
	2015-16	✂									560	Gse North	Forward	Springburn	✂	
	2016-17	✂									560	Gse North	Forward	Bellgrove	✂	
	2017-18	✂									560	Gse North	Forward	Airdrie	✂	
	2018-19	✂									560	Gse North	Forward	Yoker	✂	
												560	Gse North	Forward	Bathgate	✂
												560	Gse North	Forward	Bathgate	✂
												560	Gse North	Reverse	Edinburgh	✂
												560	Gse North	Reverse	Airdrie	✂
												560	Gse North	Reverse	Glasgow Queen Street LI	✂
												560	Gse North	Reverse	Helensburgh Central	✂
												560	Gse North	Reverse	Garscadden	✂
												560	Gse North	Reverse	Milngavie	✂
												560	Gse North	Reverse	Dalreoch	✂
												560	Gse North	Reverse	Dalmuir	✂
												560	Gse North	Reverse	Bathgate	✂
												562	Gse South	Forward	Neilston	✂
											562	Gse South	Forward	Newton	✂	
											562	Gse South	Reverse	Glasgow Central	✂	

										563	Argyle Line	Forward	Coatbridge Central	✂
										563	Argyle Line	Forward	Glasgow Central LI	✂
										563	Argyle Line	Forward	Motherwell	✂
										563	Argyle Line	Forward	Lanark	✂
										563	Argyle Line	Reverse	Glasgow Central LI	✂
										563	Argyle Line	Reverse	Motherwell	✂
										563	Argyle Line	Reverse	Garscadden	✂
										563	Argyle Line	Reverse	Milngavie	✂
										563	Argyle Line	Forward	Larkhall	✂
										563	Argyle Line	Reverse	Dalmuir	✂
										563	Argyle Line	Forward	Whifflet	✂
										563	Argyle Line	Reverse	Glasgow Central High Level	✂
														✂
														✂
										569	Glasgow – Wemyss Bay/Gourock	Forward	Wemyss Bay	✂
										569	Glasgow – Wemyss Bay/Gourock	Forward	Gourock	✂
										569	Glasgow – Wemyss Bay/Gourock	Reverse	Glasgow Central	✂
										571	Glasgow Ardrossan/Largs –	Forward	Ardrossan South Beach	✂
										571	Glasgow Ardrossan/Largs –	Forward	Largs	✂
										571	Glasgow Ardrossan/Largs –	Reverse	Glasgow Central	✂
										573	Glasgow – Ayr	Forward	Ayr	✂
										573	Glasgow – Ayr	Reverse	Glasgow Central	✂

Peak: All trains arriving in Glasgow (Central and Queen St, lower and upper levels) between 0700 and 0959 (inclusive), or departing from Glasgow between 1600 and 1859 (inclusive), Monday to Friday.

HA06 Peak

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	
Service Group	Network Rail				Train Operator				Cancellation Minutes	CAP	Service Code		Direction	Monitoring Point	Weighting
	Performance Point	Payment Rate			Performance Point	Payment Rate									
		MRE	Societal Rate	Total		Train Operator Rate	Passenger Charger Rate	Total							
HA06 Strathclyde Electric Peak	2014-15	✂		✂	✂			✂	30	120	560	Gse North	Forward	Glasgow Queen Street LI	✂
	2015-16	✂									560	Gse North	Forward	Springburn	✂
	2016-17	✂									560	Gse North	Forward	Bellgrove	✂
	2017-18	✂									560	Gse North	Forward	Airdrie	✂
	2018-19	✂									560	Gse North	Forward	Yoker	✂
											560	Gse North	Forward	Bathgate	✂
											560	Gse North	Reverse	Edinburgh	✂
											560	Gse North	Reverse	Airdrie	✂
											560	Gse North	Reverse	Glasgow Queen Street LI	✂
											560	Gse North	Reverse	Helensburgh Central	✂
											560	Gse North	Reverse	Garscadden	✂
											560	Gse North	Reverse	Milngavie	✂
											560	Gse North	Reverse	Dalreoch	✂
											560	Gse North	Reverse	Dalmuir	✂
															Bathgate
										562	Gse South	Forward	Neilston	✂	
										562	Gse South	Forward	Newton	✂	
										562	Gse South	Reverse	Glasgow Central	✂	

										563	Argyle Line	Forward	Coatbridge Central	✂
										563	Argyle Line	Forward	Glasgow Central LI	✂
										563	Argyle Line	Forward	Motherwell	✂
										563	Argyle Line	Forward	Lanark	✂
										563	Argyle Line	Reverse	Glasgow Central LI	✂
										563	Argyle Line	Reverse	Motherwell	✂
										563	Argyle Line	Reverse	Garscadden	✂
										563	Argyle Line	Reverse	Milngavie	✂
										563	Argyle Line	Reverse	Anderston	✂
										563	Argyle Line	Forward	Larkhall	✂
										563	Argyle Line	Reverse	Dalmuir	✂
										563	Argyle Line	Forward	Whifflet	✂
										563	Argyle Line	Reverse	Glasgow Central High Level	✂
														✂
														✂
										569	Glasgow – Wemyss Bay/Gourock	Forward	Wemyss Bay	✂
										569	Glasgow – Wemyss Bay/Gourock	Forward	Gourock	✂
										569	Glasgow – Wemyss Bay/Gourock	Reverse	Glasgow Central	✂
										571	Glasgow – Ardrossan/Largs	Forward	Ardrossan South Beach	✂
										571	Glasgow – Ardrossan/Largs	Forward	Largs	✂
										571	Glasgow – Ardrossan/Largs	Reverse	Glasgow Central	✂
										573	Ardrossan/Largs	Forward	Ayr	✂
										573	Glasgow-Ayr	Reverse	Glasgow Central	✂

Peak: All trains arriving in Glasgow (Central and Queen St, lower and upper levels) between 0700 and 0959 (inclusive), Monday to Friday, or departing from Glasgow between 1600 and 1859 (inclusive), Monday to Friday.

HA07

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O		
Service Group	Network Rail				Train Operator				Cancellation Minutes	CAP	Service Code		Direction	Monitoring Point	Weighting	
	Performance Point	Payment Rate			Performance Point	Payment Rate										
		MRE	Societal Rate	Total		Train Operator Rate	Passenger Charter Rate	Total								
HA07 Strathclyde PTE Diesel All Trains	2014-15			✂	✂			✂	56	222	561	Glq/Springburn – Cumbernauld	Forward	Cumbernauld	✂	
											561	Glq/Springburn – Cumbernauld	Reverse	Glasgow Queen St	✂	
	2015-16			✂							561	Glq/Springburn – Cumbernauld	Reverse	Springburn	✂	
	2016-17			✂							564	Glasgow – Shotts (- Edinburgh)	Forward	Edinburgh	✂	
	2017-18			✂							564	Glasgow – Shotts (- Edinburgh)	Reverse	Glasgow Central	✂	
	2018-19			✂							564	Glasgow – Shotts (- Edinburgh)	Reverse	West Calder	✂	
											564	Glasgow – Shotts (- Edinburgh)	Reverse	Kirknewton	✂	
											564	Glasgow – Shotts (- Edinburgh)	Reverse	Motherwell	✂	
											564	Glasgow – Shotts (- Edinburgh)	Reverse		✂	
											565	Glasgow – Paisley Canal	Forward	Paisley Canal	✂	
											565	Glasgow – Paisley Canal	Reverse	Glasgow Central	✂	
											567	Glasgow – East Kilbride	Forward	East Kilbride	✂	
											567	Glasgow – East Kilbride	Forward	Busby	✂	
											567	Glasgow – East Kilbride	Reverse	Glasgow Central	✂	
								568	Glasgow – Barrhead – Kilmarnock	Forward	Kilmarnock	✂				
								568	Glasgow – Barrhead – Kilmarnock	Forward	Barrhead	✂				
								568	Glasgow – Barrhead – Kilmarnock	Reverse	Glasgow Central	✂				

										572	Motherwell – Cumbernauld	Forward	Cumbernauld	✂
										572	Motherwell - Cumbernauld	Revere	Motherwell	✂
										574	Glasgow Northern Suburban	Forward	Anniesland	✂
										574	Glasgow Northern Suburban	Reverse	Glasgow Queen Street	✂
										575	Glasgow – Stirling – Dunblane/Alloa	Forward	Bishopbriggs	✂
										575	Glasgow – Stirling – Dunblane/Alloa	Forward	Dunblane	✂
										575	Glasgow – Stirling – Dunblane/Alloa	Forward	Stirling	✂
										575	Glasgow – Stirling – Dunblane/Alloa	Forward	Alloa	✂
										575	Glasgow – Stirling – Dunblane/Alloa	Reverse	Glasgow Queen Street	✂
										577	Kilmarnock - Girvan	Forward	Girvan	✂
										577	Kilmarnock - Girvan	Reverse	Kilmarnock	✂
										578	Glasgow – Falkirk Grahamston	Forward	Falkirk Grahamston	✂

APPENDIX 2 – CHARTER DESTINATION POINTS

Not Used.

APPENDIX 3 - SPP THRESHOLD

	Period:	3	6	10	13
2014/15		✂	✂	✂	✂
2015/16		✂	✂	✂	✂
2016/17		✂	✂	✂	✂
2017/18		✂	✂	✂	✂
2018/19		✂	✂	✂	✂

This is Schedule 9 referred to in the foregoing Track Access Agreement between Network Rail Infrastructure Limited and Abellio ScotRail Limited

SCHEDULE 9: LIMITATION ON LIABILITY

1 Definitions

In this Schedule

“Liability Cap” means:

- (a) in relation to the first Contract Year, the sum of £ 24,394,869.99; and
- (b) in relation to any subsequent Contract Year, the sum calculated in accordance with the following formula:

$$C_n = C_1 * \left(\frac{RPI_n}{RPI_1} \right)$$

where:

- (i) C_1 is the sum of £ 24,394,869.99;
- (ii) C_n is the Liability Cap in the nth subsequent Contract Year;
- (iii) RPI_n is the Retail Prices Index (as defined in Schedule 7) published or determined with respect to the first month of the subsequent Contract Year n; and
- (iv) RPI_1 is the Retail Prices Index (as defined in Schedule 7) published or determined with respect to the month in which this contract became effective under Clause 3.1.

2 Application

The limitations on liability contained in this Schedule apply in the circumstances set out in Clause 11.5.

3 Limitation on Network Rail’s liability

In relation to any claim for indemnity made by the Train Operator to which this Schedule 9 applies:

- (a) Network Rail shall not be liable to make payments in relation to such claims which are admitted in writing or finally determined in any Contract Year to the extent that its liability for such claims exceeds the Liability Cap for such Contract Year; and
- (b) to the extent that its liability for such claims exceeds the Liability Cap for such Contract Year, any claim for payment of a sum which exceeds such Liability Cap shall be extinguished and Network Rail shall have no further liability for it.

4 Limitation on Train Operator’s liability

In relation to any claims for indemnity made by Network Rail to which this Schedule 9 applies:

- (a) the Train Operator shall not be liable to make payments in relation to such claims which are admitted in writing or finally determined in any Contract Year to the extent that its liability for such claims exceeds the Liability Cap for such Contract Year; and
- (b) to the extent its liability for such claims exceeds the Liability Cap for such Contract Year, any claim for payment of a sum which exceeds such Liability Cap shall be extinguished and the Train Operator shall have no further liability for it.

5 Disapplication of limitation

To the extent that any Relevant Losses:

- (a) result from a conscious and intentional breach by a party; or
- (b) are in respect of obligations to compensate any person for liability for death or personal injury, whether resulting from the negligence of a party or the negligence of any of its officers, employees or agents or from a failure by a party to comply with its Safety Obligations,

such Relevant Losses:

- (i) shall not be subject to the limitation of liability in Schedule 9; and
- (ii) shall not be taken into account when calculating the amount of Relevant Losses in respect of claims admitted or finally determined in a Contract Year for the purposes of the limitations of liability in this Schedule 9.

6 Exclusion of legal and other costs

The limits on the parties' liabilities provided for in paragraphs 3 and 4 shall not apply to costs incurred in recovering any amount under a relevant claim, including legal, arbitral and other professional fees and expenses.

7 Exclusion of certain Relevant Losses

A party shall have no claim for Relevant Losses to the extent that such Relevant Losses result from its own negligence or breach of this contract.

8 Continuing breaches

Nothing in this Schedule 9 shall prevent a party making a new claim for indemnity in respect of a continuing breach of contract which:

- (a) is a continuing breach of contract which continues for more than 12 months;
 - (b) is a continuing breach of contract which continues beyond a period within which it might reasonably be expected to have been remedied; or
 - (c) is a breach of a Performance Order in relation to a breach of contract,
- but any such new claim shall not include any sum which was the subject matter of a previous claim and was extinguished by virtue of paragraph 3(b) or 4(b).

9 Final determination of claims

For the purpose of this Schedule 9, a determination of a claim for Relevant Losses by a Court or other tribunal shall be treated as final when there is no further right of appeal or review from such determination or in respect of which any right of appeal or review has been lost, whether by expiry of time or otherwise.

This is Schedule 10 referred to in the foregoing Track Access Agreement between Network Rail Infrastructure Limited and Abellio ScotRail Limited

SCHEDULE 10: NETWORK CODE AND TRACTION ELECTRICITY MODIFICATIONS

1 Automatic effect

1.1 General

This contract shall have effect:

- (a) with the modifications; and
- (b) from the date,

specified by ORR in a modification notice as supplemented (where appropriate) by a notice of consent to requisite adaptations or a notice of determined requisite adaptations.

1.2 Retrospective effect

No relevant notice may have retrospective effect.

2 Modification notice

2.1 Meaning

A modification notice is a notice given by ORR to the parties for the purposes of this contract which modifies specified provisions of this contract (other than this Schedule 10) by making such modifications as are consequential upon, or necessary to give full effect to, any change to the Network Code or the Traction Electricity Rules.

2.2 Contents of modification notice

A modification notice shall state:

- (a) the modifications which are to be made to this contract;
- (b) the date from which specified modifications are to have effect; and, if any such modifications are to have effect from different dates, the dates applicable to each modification; and
- (c) which of the specified modifications are to be subject to adaptation and the backstop date for the requisite adaptations in question.

3 Adaptation procedure

3.1 Application

This paragraph 3 applies in the case of specified modifications which are specified as being subject to adaptation.

3.2 *Negotiation of adaptations*

In respect of the modifications in each modification notice:

- (a) within 14 days of the date of service of the relevant modification notice, the parties shall meet and in good faith negotiate and attempt to agree the requisite adaptations;
- (b) each party shall ensure that:
 - (i) such negotiations are conducted in good faith in a timely, efficient and economical manner, with appropriate recourse to professional advice; and
 - (ii) ORR's criteria are applied in the negotiations; and
- (c) the negotiations shall not continue after the backstop date.

3.3 *Agreed adaptations - notice to the Office of Rail and Road*

If the parties have agreed the requisite adaptations on or before the backstop date, not later than seven days after the backstop date the agreed requisite adaptations shall be sent by the parties to ORR for its consent, together with a statement, signed by or on behalf of both parties:

- (a) stating the reasons for the agreed requisite adaptations;
- (b) stating the extent to which and ways in which ORR's criteria have been applied in arriving at the agreed requisite adaptations and, in any case where they have not been applied, the reasons; and
- (c) giving such other information as ORR may have requested.

3.4 *Agreed adaptations – Office of Rail and Road's consent*

If ORR is satisfied with the agreed requisite adaptations, and it gives a notice of consent to requisite adaptations, they shall have effect as provided for in paragraph 3.8.

3.5 *Agreed requisite adaptations – Office of Rail and Road's refusal of consent*

If ORR gives notice to the parties that it is not satisfied with any or all of the agreed requisite adaptations, it may:

- (a) require the parties again to follow the procedure for negotiating requisite adaptations (with such modifications as to time limits as it specifies), in which case they shall do so; or
- (b) determine the requisite adaptations itself.

3.6 *Requisite adaptations - failure to agree or submit*

If the parties have failed to submit agreed requisite adaptations to ORR for its consent within seven days after the backstop date, it may determine the requisite adaptations itself.

3.7 *Notice of determined requisite adaptations*

A notice of determined requisite adaptations is a notice:

- (a) given by ORR to the parties for the purposes of this paragraph 3 following the failure of the parties to send to ORR within seven days of the backstop date requisite adaptations to which it gives its consent; and
- (b) which states the requisite adaptations which ORR has determined should be made using its powers to do so under paragraph 3.5 or 3.6.

3.8 *Effect of requisite adaptations*

Requisite adaptations established either:

- (a) by agreement of the parties and in respect of which ORR has given a notice of consent to requisite adaptations under paragraph 3.4; or
- (b) by the determination of ORR under paragraph 3.5 or 3.6 and stated in a notice of determined requisite adaptations,

shall have effect from such date as ORR states in the relevant notice of consent to requisite adaptations or (as the case may be) the relevant notice of determined requisite adaptations.

4 Procedural matters

4.1 *More than one notice*

More than one modification notice may be given.

4.2 *Differences etc as to requisite adaptations*

Any difference or question as to whether any thing is a requisite adaptation shall be determined by ORR:

- (a) on the application of either party; and
- (b) in accordance with such procedure (including as to consultation) as ORR may by notice to the parties determine.

4.3 *Co-operation and information*

If ORR gives notice to either or both of the parties that it requires from either or both of them information in relation to any requisite adaptation or proposed requisite adaptation:

- (a) the party of whom the request is made shall provide the requested information promptly and to the standard required by ORR; and
- (b) if that party fails timeously to do so, ORR shall be entitled to proceed with its consideration of the matter in question and to reach a decision in relation to it without the information in question and the party in default shall have no grounds for complaint in that respect.

4.4 *Office of Rail and Road's criteria*

In relation to the negotiation of any requisite adaptation, ORR shall be entitled to:

- (a) give to the parties any criteria which it requires to be applied in the negotiations; and
- (b) modify the criteria after consultation.

4.5 *Procedural modifications*

In relation to the procedure in paragraph 3 for the agreement or establishment of requisite adaptations (including the times within which any step or thing requires to be done or achieved):

- (a) such procedure may be modified by ORR by a notice of procedural modification given by it to the parties; but
- (b) ORR may give a notice of procedural modification only if it is satisfied that it is necessary or expedient to do so in order to promote or achieve the objectives specified in section 4 of the Act or if such a notice is requested by both parties.

4.6 *Dates*

In this Schedule 10:

- (a) where provision is made for a date to be specified or stated by ORR it may, instead of specifying or stating a date, specify or state a method by which a date is to be determined, and references to dates shall be construed accordingly; and
- (b) any notice given by ORR which states a date may state different dates for different purposes.

4.7 *Requirement for prior consultation*

No relevant notice shall have effect unless:

- (a) ORR has first consulted the parties and the Secretary of State in relation to the proposed relevant notice in question;
- (b) in the consultations referred to in paragraph 4.7(a), ORR has made available to the parties and the Secretary of State such drafts of the proposed relevant notice as it considers are necessary so as properly to inform them of its contents;
- (c) ORR has given each party and the Secretary of State the opportunity to make representations in relation to the proposed relevant notice and has taken into account all such representations (other than those which are frivolous or trivial) in making its decision on the relevant notice to be given;
- (d) ORR has notified the parties and the Secretary of State as to its conclusions in relation to the relevant notice in question (including by

providing to each such person a copy of the text of the proposed relevant notice) and its reasons for those conclusions; and

- (e) in effecting the notifications required by paragraph 4.7(d), ORR has treated as confidential any representation (including any submission of written material) which (and to the extent that) the person making the representation, by notice in writing to ORR or by endorsement on the representation of words indicating the confidential nature of such representation, has specified as confidential information.

4.8 *Consolidated contract*

Not later than 28 days after the giving of the last of:

- (a) a modification notice; and
- (b) a notice of determined requisite adaptations or a notice of consent to requisite adaptations (as the case may be),

Network Rail shall prepare and send to the Train Operator, ORR and the Secretary of State a copy of this contract as so modified.

4.9 *Saving*

Nothing in this Schedule 10 affects:

- (a) the right of either party to approach and obtain from ORR guidance in relation to the requisite adaptations; or
- (b) the right of ORR at any time to effect modifications to either the Network Code under Condition C8 of that code, or the Traction Electricity Rules pursuant to the provisions contained therein.

5 **Definitions**

In this Schedule 10:

- “backstop date”** means the date (being not earlier than 28 days from the date of the modification notice) specified as such in a modification notice (or such later date as may be established under paragraph 3.5(a) or 4.6);
- “modification notice”** has the meaning ascribed to it in paragraph 2.1;
- “notice of consent to requisite adaptations”** means a notice given by ORR under paragraph 3.4;
- “notice of determined requisite adaptations”** has the meaning ascribed to it in paragraph 3.7;

“notice of procedural modification”	means a notice given by ORR to the parties under paragraph 4.5 modifying any aspect of the procedure in this Schedule 10 for the agreement or establishment of requisite adaptations;
“ORR’s criteria”	means the criteria established by ORR for the purposes of the negotiation of requisite adaptations and given to the parties, or modified, under paragraph 4.4;
“relevant notice”	means a modification notice, notice of determined requisite adaptations, notice of procedural modification or notice of modification of ORR’s criteria;
“requisite adaptations”	in relation to specified modifications, means the amendments (including the addition of information) to the provisions in question which are necessary or expedient so as to give full effect to them in the particular circumstances of the case, and “adaptation” shall be construed accordingly; and
“specified”	means specified in a modification notice.

