

Rail Strategy Team
Rail Directorate

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Direct Line: 0141 272 7904
dean.cowper@transportscotland.gsi.gov.uk



Rupika Madhura
Economist
Office of Rail Regulation

Rupika.madhura@orr.gsi.gov.uk

BY EMAIL

Dear Rupika

Consultation on the policy on variable usage charges for modified vehicles

Thank you for the opportunity to consider this policy.

Transport Scotland is supportive of the policy, and considers the criteria given to be reasonable and appropriate.

With reference to the specific points you invited comment on, we would offer the following comments:

a) criteria for diverging from the PR08 charging model (para 11)

Assuming that even in an instance as described on paragraph 10 an operator could refer the matter, should it arise as a consequence of a lack of agreement between the operator and Network Rail, to an arbitrator for determination under the Access Dispute Resolution Rules, Transport Scotland is content with the proposal.

b) ORR proposal to retain the charging differential in CP5 (para 13)

Transport Scotland fully supports the policy to ensure the differential is maintained, though a longer period specified for the maintenance of the differential (i.e. beyond Control Period 5) would provide an even greater level of certainty.

c) ORR views on bespoke deals that are a direct substitute for track access charges (paras 18 and 19)

Transport Scotland agrees with the views expressed on bespoke deals, and has no further comment to make.

I hope the above is helpful.

Yours sincerely

Dean Cowper
Rail Strategy Team

Our ref:
NRS11-038

Date:
19 May 2011