

## APPLICATION TO THE OFFICE OF RAIL AND ROAD FOR A FREIGHT TRACK ACCESS CONTRACT, OR AN AMENDMENT, UNDER SECTIONS 17-22A OF THE RAILWAYS ACT 1993

### 1. Introduction

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

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

Network Rail should normally take responsibility for the pre-application consultation, where the terms are agreed. Before a consultation is made, complete this form up to the end of section 7. You should fill in the rest of the form after the consultation and before applying to ORR.

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

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

The form sets out ORR's standard information requirements for considering applications. Our [track access guidance](#) explains the process, timings and the issues we will consider. You should use our current [model freight track access contract](#) as your starting point. Please read the guidance before completing the contract and this form.

We are happy to talk to you informally before you apply. Please contact us [here](#). You can download a copy of this form, and of our model track access contract, from our [website](#).

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

## 2. The application

**2.1 Title of contract or supplemental agreement** (please also include the section of the Act under which you are applying):

**Third Supplemental Agreement (Section 22 application)**

**2.2 Contact details** (Company and named individual for queries):

<u>Facility Owner</u>	<u>Beneficiary</u>
Company: Network Rail Infrastructure Limited ("Network Rail") Contact individual: Mike Pybus Job title: Customer Manager Telephone number: [REDACTED] E-mail address: [REDACTED] Address: Floor 4B, George Stephenson House York, YO1 6JT	Company: DB Cargo (UK) Ltd ("DB Cargo") Contact individual: Nigel Oatway Job title: Access Manager Telephone number: [REDACTED] E-mail address: [REDACTED] Address: Ground Floor, McBeath House, 310 Goswell Road, London EC1V 7LW

**2.3 Licence and railway safety certificate:** please state whether you intend to operate the services yourself or have them operated on your behalf.

DB Cargo intends to operate the services itself.

Does the proposed operator of the services (a) hold a valid train operating licence under section 8 of the Act or an exemption under section 7, or a European licence with a GB Statement of National Regulatory Provisions issued under the *The Railway (Licensing of Railway Undertakings) Regulations 2005* **and** (b) hold a valid safety certificate under the Railways and Other Guided Transport Systems (Safety) Regulations 2006?

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

DB Cargo holds valid operating licences under Section 8 of the Railways Act 1993 and regulation 6 of the Railway (Licensing of Railway Undertakings) Regulations 2005 (as amended) ('the Licensing Regulations') as well as a Statement of National Regulatory Provisions granted under Regulation 10 of the Licensing Regulations. DB Cargo also has a Safety Certificate under regulation 7 of the Railways and Other Guided Transport Systems (Safety) Regulations 2006

## 3. The proposed contract or amendment

**3.1 Executive summary:** please provide an executive summary of the proposed contract or amendment. This should cover the services, the commercial terms, and the reasons for making the application in the terms proposed. This information should be laid out clearly and concisely; and, in the case of an amendment, fully highlight the changes from the previous version of the contract.



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

Please also state the commencement and expiry dates for the proposal, and, for new contracts or extensions to existing contracts, provide justification for the proposed duration of the contract where the total exceeds five years.

**Date of commencement:** The date of ORR's approval of this proposed agreement

**Expiry date:** PCD December 2026

The Rights Table in Schedule 5 of the Track Access Contract (Freight Services) dated 11 December 2016 between the Parties ("the Contract") Contract shall be amended by updating Service Groups 4068, 6050, 6070, 4075 and 6103 with the details listed in Annex 1 to match the May 2017 timetable. Please refer to Annex 1 and the accompanying Commentary for specific details. A summary of the one hour 'Window' Firm Rights being requested as part of this Supplemental is as follows:

- 31 - Additional one hour 'Window' Firm Rights
- 6 - Various amendments to existing one hour 'Window' Firm Rights
- 22 - Relinquished one hour 'Window' Firm Rights
- 10 - Existing one hour 'Window' Firm Rights being transferred between other Service Groups associated with this Supplemental (please note that these transfers may also include amendments to these Firm Rights)
- 2\* - Existing one hour 'Window' Firm Rights being transferred between other Service Groups associated with this Supplemental (please note that these transfers may also include amendments to these Firm Rights) revised post Industry consultation to request 24 Hour 'Windows'

Please note that subsequent to this Third Supplemental completing Industry consultation, for Service Group 6050, with the exception of Flows 2A, 21 and 22, all other Rights that were contained within this Service Group have been transferred to GB Railfreight Limited with effect from 06/04/17 under Condition J7 of the Network Code.

As a result of this transfer post Industry consultation, the quantity of existing Rights being amended as part of this Third Supplemental has reduced significantly (reduced from 27 to 6). The number of relinquished existing Rights contained within this Third Supplemental has also been reduced as a result of the same transfer (reduced from 26 to 22).

The commencement date of the proposed Third Supplemental Agreement will be from the date of the ORR's approval of the Agreement and continue until the expiry date of the Contract (PCD 2026). However, it should be noted that the amendments to 6V31 [MO] and [MSX] are only proposed to continue until PCD 2019.

\*Subsequent to Industry consultation, the original request for one hour 'Windows' for these services has been revised. DB Cargo is now seeking (and Network Rail are proposing to sell) 24 hour 'Window' Firm Rights for 6O75 [SX] and 6V19 [SX].

**3.2 Terms not agreed with the facility owner (for applications under sections 17 or 22A only):** please set out here any areas of the application which have not been agreed, the reasons for the failure to agree and the reasons for seeking these provisions. Please state the efforts you are making to resolve any disputes.

None

**3.3 Departures from ORR's current model freight track access contract:** please set out and explain here any:

- Areas where the drafting is different to ORR's published template freight track access contract. Please explain why these departures have been made.
- Instances where the proposal departs from the charging and/or performance regimes established by ORR's latest periodic review (or subsequent interim reviews) as reflected in ORR's model freight track access contract, including the financial implications (e.g. establishment of an access charge supplement or rebate).
- New processes (e.g. self-modification provisions) which have been added. Please demonstrate how these new processes are robust and complete.

None.

#### **4. The expression of access rights and the use of capacity**

**4.1 Benefits:** Please provide full descriptions of any new rights required, as compared to the previous contract (in the case of an amendment). Why do you need these new rights (if any)? Please describe any significant changes in the pattern of services and any impact on other operators, including other freight operators. Please provide a fully marked-up version or document comparison of any tables in Schedule 5 which are being modified as a result of this application.

The additions and changes to the Rights Table will facilitate the conveyance of customer's traffic in accordance with their evolving requirements. The relinquishment of Firm Rights no longer required will return capacity to Network Rail for reuse.

A fully marked up version of the Rights Table to be modified in Schedule 5, together with a commentary detailing the changes to be made to the Contract, will be submitted with this application.

**4.2 Adequacy:** please set out how you have satisfied yourself that there is enough network capacity for the proposed and/or amended services (or will be at the time of service operation). Please also set out whether there are any implications for overall network performance and the facility owner's maintenance and renewal activities. Please confirm whether the proposed Rights will involve operation over an area subject to a Declaration of Congested Infrastructure, or whether the capacity requirement will result in a Declaration of Congested Infrastructure by Network Rail (under the Network Code).

The trains in this proposal have been validated against all other train services in the May 2017 WTT.

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

DB Cargo will operate these services on behalf of its customers and expects to continue to do so until the expiry of the Track Access Contract.

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

The proposed Third Supplemental Agreement does not contain any Contingent Rights.

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

This Third Supplemental seeks to:

- Rationalise Service Group – 4068. The majority of the requested Firm Right changes in this Supplemental are contained within this Service Group. Please refer to Annex 1 and the accompanying Commentary for specific details.

Firm Rights for one hour 'Windows' are required in order to achieve economy of scale and maximise resources. Many of the longer distance trunk services contained within these Service Groups convey several different commodities and traffic flows, which require reliable connections into and out of main feeder services. The customers associated with this traffic require reliability of service and any timing changes that occur to the associated Train Slots are the result of careful negotiations with end customers and are designed to fit in with their own transport and production schedules. Coupled with this, there are specific local requirements relating to permitted hours of operation.

The establishment of a hub at Didcot enables a number of shorter services to be combined, thereby increasing efficiency. Concentrating a mixture of traffic onto single trains has reduced the need for network capacity in those areas.

The majority of additional services in this Supplemental actually relate to extensive retimings of previous services, or the splitting of one trunk flow (Mossend - Eastleigh) at Didcot.

Furthermore, the one hour 'Window' flex enables resources to be identified with a degree of reliability, so future timetable changes do not diverge excessively from the current WTT pathways. Significant retimings to an arrival time may result in the need to also retime the return working to maintain terminal times. Firm Rights for one hour 'Windows' allow DB Cargo the certainty to efficiently plan their resources long term, as well as giving Network Rail flexibility to maximise use of its network.

Performance may also become vulnerable if timings associated with this train plan are altered significantly from timetable to timetable. A stable train plan is seen as beneficial to improving performance.



**4.6 Long term planning process:** please state which Route Studies are relevant and whether the proposed rights are consistent with them. If they are not consistent please give the reasons. See Network Rail's [website](#). What consideration has been given to any issues emerging from relevant Events Steering Group concerning capacity on the routes covered by the application (if Network Rail network).

The proposed rights are consistent with all RUSs established to date, particularly the Scotland, WCML, Lancs & Cumbria, North West, ECML, Yorkshire & Humber, West Midlands & Chilterns, Great Western, Wales, South West Main Line, Greater Anglia, Cross London and Freight RUS.

## 5. Incentives

**5.1 Train operator performance:** please describe any planned projects or initiatives associated with the operation of the proposed services aimed at improving your performance (including faster or longer trains).

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

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

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

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

Not applicable.

## 6. Enhancement

**6.1 Enhancement details:** where the proposal provides for the delivery of any network enhancements, or the services in the proposal are subject to any planned network enhancements, please give full details of the relevant enhancement schemes, including a summary of outputs from the scheme, timescales and the extent to which the network change procedure in the Network Code (Part G) has been completed (where appropriate, by reference to submissions made under ORR's enhancement reporting framework).

There are no network enhancements associated with this Third Supplemental.

**6.2 Enhancement charges:** please confirm that the arrangements for the funding of any network enhancements are consistent with ORR's [Policy Framework for Investments](#), and summarise the level and duration of payments, and the assumed rate of return (see chapter 3 of the Conclusions document).

Not applicable.

## 7. Other

**7.1 Associated applications to ORR:** please state whether this proposal is being made in parallel with, or relates to, any other current or forthcoming application to ORR (e.g. in respect of track, station or light maintenance depot access contracts).

Please note that, in respect of Service Group 6050, subsequent to this Third Supplemental completing Industry consultation, with the exception of Flows 2A, 21 and 22, all other Rights that were contained within this Service Group have been transferred with effect from 6 April 2017 to GB Railfreight Limited pursuant to Condition J7 of the Network Code.

As a result of this transfer, the quantity of existing Rights being amended as part of this Third Supplemental has reduced significantly (reduced from 27 to 6). The number of relinquished existing Rights contained within this Third Supplemental has also been reduced as a result of the same transfer (reduced from 26 to 22).

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

Not applicable.

**7.3 Supporting information, side letters and collateral agreements:** please:

- state here any relevant information in support of the proposal, including a list and explanation of any other material being submitted (and supply copies with the application).
- confirm here that the whole of the proposal between the parties has been submitted with this application and that there are no side letters or other documents which affect it.

A spreadsheet and commentary relating to changes in the relevant sections of the Rights Table are attached with any amendments being highlighted accordingly (see Annex 1).

The whole of the proposal has been submitted, and there have been no side letters or other documents between the parties that relate to this application.

**7.4 Confidentiality exclusions:** please list any parts of your application which you have excluded on the grounds of confidentiality, from the version of the application sent to consultees for any pre- application consultation process, and provide reasons. If there has been no pre-application consultation, you should state any parts of the application you want us to exclude from publication.

Customer details are excluded from the Rights Table.

### Note:

*Where a pre-application consultation is to be undertaken in line with the Code of practice for industry consultations, the remainder of this application should not be completed until after that consultation has been completed.*



## 8. Pre-application consultation

**8.1 The consultation:** has a pre-application consultation been carried out in line with the [\*Code of practice for industry consultations\*](#)? If yes, please:

- state who conducted the consultation;
- list all train operators and any other parties that were consulted, stating which parties responded and attach their responses and any associated documentation to this form; and
- state the period allowed for the consultation. If this was less than 28 days, please explain the reasons for this.

If a pre-application consultation has not been carried out, please explain the reasons and whether any informal discussions have been held with any third parties who might be affected by this application and the nature of any concerns which they raised.

DB Cargo's Third Supplemental Agreement was endorsed by Network Rail Sale of Access Rights Panel (SoAR) on Monday 19<sup>th</sup> September 2016 prior to Industry consultation.

However, due to an unfortunate oversight, pre-application consultation with Crossrail did not take place as per the '*Code of practice for industry consultation*'. Crossrail was consulted along with the rest of the industry during the normal Industry consultation process.

**8.2 Resolved issues:** please set out any issues raised by consultees which have been satisfactorily resolved. You may wish to refer to responses attached to this form. Please explain any changes as a result of the consultation.

There are no resolved issues raised by consultees.

**8.3 Unresolved issues:** please set out any issues raised by consultees which have not been resolved to the consultee's satisfaction, including any correspondence with that consultee. You may wish to refer to responses attached to this form. Please explain why you think these issues should not stop ORR approving the application.

Crossrail has raised several issues that remain unresolved despite efforts by the Parties to address them satisfactorily. These issues are set out in the accompanying correspondence – see Annex 2.

However, in summary, Crossrail's unresolved issues relate to whether there will be sufficient capacity within the Crossrail Timetable from PCD 2019 to accommodate the 9 specific Firm Rights that DB Cargo are requesting as part of this Third Supplemental.

A timeline of correspondence between Network Rail and Crossrail is as follows:

- 28/10/16: Network Rail issues Industry consultation for DB Cargo's Third Supplemental.
- 02/11/16: Crossrail acknowledges the Industry consultation email from Network Rail for this Third Supplemental via email. In that, Crossrail lists 10 Firm Rights being sought by DB Cargo and enquires how these will interact with Crossrail's planned services from PCD 2019. Crossrail asks Network Rail to supply detailed train prints for the current WTT paths for these services in order to support the Firm Rights that are being requested. This is to confirm that there is sufficient available capacity in the Crossrail Concept Train Plan (CTP) to accommodate these new Rights against what is being planned for Crossrail services from PCD 2019.
- 16/11/16: Crossrail also submit a formal letter to Network Rail which replicates the queries listed in their original email response on 02/11/16. This letter enquires as to what performance analysis has been carried out by Network Rail for this Third Supplemental, so that there is



confidence that these services will operate reliably and will not impact on future stages of Crossrail, should Firm Rights be granted.

- 24/11/16: Network Rail supplies detailed train prints for the 10 DB Cargo services that Crossrail has enquired about.
- 12/12/16: Network Rail Capacity Planning is asked to carry out an exercise to ascertain whether capacity exists in the Crossrail Concept Train Plan (CTP) to accommodate the identified DB Cargo services for which they are seeking Firm Rights.
- 30/01/17: Following advice from Capacity Planning, Network Rail is able to formally respond to Crossrail's initial query. For the Rights in question, Network Capacity Planning stated that all of the Rights that Crossrail had queried could be accommodated in the Crossrail CTP, with the following exceptions:
  - 6V31 [MO] & [MSX]: no capacity identified to achieve a WTT path against the Crossrail (West) CTP. Consequently, Network Rail is now proposing to only support the sale of one hour 'Window' Firm Rights for these services up until the start of the Crossrail timetable, which starts PCD 2019.
  - 6L98 [TO]: this Right in its existing state was transferred to GBRf in its original state as part of an Access Condition J7 w.e.f. 06/04/17. Consequently, this is no longer an issue as far as this Third Supplemental is concerned.
  - 6O75 [SX]: Subsequent to Industry consultation, the original request for one hour 'Windows' for this service has been revised. DB Cargo are now seeking (and Network Rail are proposing to sell) 24 hour 'Window' Firm Rights for 6O75 [SX]. This is due to no WTT path existing for this 'as and when' Ministry of Defence traffic in either the December 2016 or May 2017 WTT's. However, a Firm Right is required for these services by DB Cargo due to the nature of the traffic conveyed.
  - 6V19 [SX]: Subsequent to Industry consultation, the original request for one hour 'Windows' for this service has been revised. DB Cargo are now seeking (and Network Rail are proposing to sell) 24 hour 'Window' Firm Rights for 6V19 [SX]. This is due to no WTT path existing for this 'as and when' Ministry of Defence (MoD) traffic in either the December 2016 or May 2017 WTT's. However, a Firm Right is required for these services by DB Cargo due to the nature of the traffic conveyed.
- 09/02/17: Crossrail submits a further response asking Network Rail to confirm that, for Crossrail East, "Firm Access Rights for routing these trains via Forest Gate will not be included in the Supplemental Agreement?" Crossrail also ask for timetable evidence that those services that Network Rail believe can be accommodated in the CTP can actually be accommodated. Crossrail also state that they do not accept that 6L98 [TO] (now GBRf), 6O75 [SX] and 6V19 [SX] cannot obtain 24 hour 'Window' Firm Rights when DB Cargo do not have WTT paths for these services.
- 10/02/17: Network Rail Capacity Planning responds to Crossrail's query with further advice on the theory behind the CTP and number of freight opportunities in a conceptual 24 hour period. This indicated that, according to the modelling undertaken as part of the Crossrail CTP work, there will be more freight opportunities within the Crossrail timetable than existed in the December 2016 timetable.
- 10/02/17: Network Rail DB Cargo Account Team further responds to Crossrail with specific advice on the following queries:
  - Forest Gate routing (Network Rail confirmed that none of the DB Cargo services contained within this Third Supplemental are required to be routed via Forest Gate.
  - MOD services (advising that a 24 hour 'Window' Firm Right for these services is more suitable, due to the 'as and when required' nature of the traffic)..
  - Concept Train Plan (advising that 'Capacity Planning have reviewed the Rights being requested against the Concept Train Plan and have identified opportunities for these freight services within that CTP against Crossrail service. Not necessarily in the same Train Slots that DB have in the current December 16 or subsequent May 17 timetables, but in or around those times within the one hour 'Window' flex that is being proposed (unless otherwise identified and noted)').
- 16/02/17: Crossrail responded to Network Rail and asked again that details of the proposed pathways are made available, showing how the freight trains can be accommodated in the Concept Timetable, within the one hour window, and confirmation that the pathways work on adjacent routes (i.e. on the North London Line).
- 20/02/17: Network Rail issues Crossrail Concept Train Plan to the Industry.
- 22/02/17: Crossrail suggests to Network Rail that the outstanding issues associated with the this Third Supplemental are discussed at Track Access Option Steering Group on 23/02/17.
- 22/02/17: Network Rail advise Crossrail that Third Supplemental is to be submitted to ORR with the queries they have raised as 'unresolved'.
- 23/02/17: Crossrail advised Network Rail that 'This [issue] was discussed at the Track Access Option Steering Group today and a solution was proposed as follows:-

- ~~If a new freight service can be matched to a train path in the Crossrail Concept Train Plan, then the new access right can be agreed.~~
- ~~If a new freight service cannot be matched to a train path in the Concept Train Plan, then the new access right cannot be agreed at this stage, although further timetable work can then be undertaken to identify an alternative path.~~
- ~~This may provide scope for Network Rail to sell freight rights on either a contingent basis or for a limited time period (i.e. until December 2019) pending a solution being identified.~~
- ~~Capacity Planning have offered a 'path matching exercise', but has not been taken up at this stage. This would to match existing and proposed freight paths to freight paths in the Crossrail Concept Train Plan'. (Note there was some confusing internally within Network Rail over this point, which is why the specific path matching exercise did not take place post the decision to submit the Third Supplemental to ORR with unresolved issues. Capacity Planning had previously responded saying that, unless otherwise stated, that there is apparent capacity within the Crossrail CTP to accommodate the Rights that DB Cargo are seeking as part of this Third Supplemental).~~
- 14/03/17: GBRf issues a Part J7 Notice on DB Cargo in relation to the MoD traffic. A significant number of the Rights contained within this Notice are contained within DB Cargo's Third Supplemental.
- 28/03/17: DB Cargo formally responds to GBRf's Part J7 Notice relating to MoD traffic.
- 29/03/17: Network Rail Capacity Planning confirm to GBRf and DB Cargo that they have amended all mutually agreed train paths to show as GBRf vice DB Cargo in the December 2016 and May 2017 timetables , as of 03/04/17.
- 06/04/17: Network Rail GBRf Account Team formally notifies ORR that the Access Rights agreed in conjunction with this Part J7 Notice have been transferred over to GBRf.
- 13/04/17: Network Rail DB Cargo Account Team submits Consolidated DB Cargo Contract to ORR to reflect the MOD Part J7 Notice transfer of Rights to GBRf.
- 24/04/17: ORR confirms that DB Cargo's updated Contract and Rights Table has been uploaded onto the ORR website.

The Parties believe that the issues raised by Crossrail should not prevent ORR from approving this Supplemental because, as can be seen from the correspondence summarised above and set out in detail in Annex 2, the Parties have made a number of concessions to address these issues (including increasing the size of the timing 'Windows' where necessary and time limiting certain Rights in a number of cases). Network Rail remains confident that with these measures it will be able to accommodate the proposals alongside Crossrail's Concept Train Plan.



## 9. Certification

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

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

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

Signed 

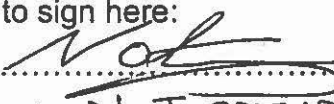
Date: 14/06/17

Name: RACHEL GILLILAND

Job title: Head of Freight Policy and Relationship Management

For: Network Rail

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

Signed  Date: 14 JUNE 2017  
Name (in caps) N J OATWAY Job title ACCESS MANAGER  
For (company) DB CARGO (UK) LTD

## 10. Submission

**10.1 What to send:** please supply, in hard copy or electronic format, the signed application form, one copy of the proposed contract or amendment, with copies of any documents incorporated by reference (other than established standard industry codes or other documents) and any other attachments, supporting documents or information.

### 10.2 Where to send it:

Freight Track Access Manager,  
Licensing and Track Access Team  
Directorate of Railway Markets and Economics  
Office of Rail and Road  
One Kemble Street  
London

WC2B 4AN

Email: [track.access@orr.gsi.gov.uk](mailto:track.access@orr.gsi.gov.uk)