

**CTRL (UK) Ltd,  
Union Railways (North) Ltd**

**Network Statement  
High Speed 1 (HS1)**  
(Formerly the Channel Tunnel Rail Link)



**Validity Date: 27 November 2006**

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## **1.0 GENERAL INFORMATION**

### **1.1 Introduction**

This Network Statement has been produced by Network Rail (CTRL) Ltd (NR(CTRL)) on behalf of CTRL(UK) Limited and Union Railways (North) Limited, the Infrastructure owners of CTRL Sections 1 and 2 respectively, to describe the services available to customers who wish to operate trains on the HS1 high-speed line. This new high-speed line links the UK to continental Europe via the Channel Tunnel through to London, and North and East Kent to London.

Please note that as the CTRL Project approaches the end of its construction phase and prepares to enter full operation, the Channel Tunnel Rail Link will be re-branded as High Speed 1. Future documentation may use 'High Speed 1 or the abbreviation HS1, whilst earlier documents refer to the CTRL, and these will be updated in due course.

The line is being built in 2 sections. Section 1 (Fawkham Junction/Southfleet Junction to Cheriton) was opened on 28 September 2003. Section 2 (London St Pancras to Southfleet Junction) is currently under construction and is planned to open in 2007.

NR(CTRL), a subsidiary of Network Rail Infrastructure Ltd (NRIL), manages, operates and maintains and, as well as being a service provider, performs the functions of Allocation and Charging Bodies for Section 1 of the HS1, and will perform the same functions in respect of Section 2 when it is opened. Some of the functions of Allocation Body and other services have been sub-contracted by NR(CTRL) to NRIL.

This version of Network Statement relates to Sections 1 and 2 of the HS1, but access to Section 2 will only be possible from a date to be advised.

The Network Statement is subject to alteration from time to time.

### **1.2 Objective**

The Network Statement is designed to supply Transport Operators (TO) and/or other applicants with the essential information needed to gain access to, and to use the HS1 as required by The Railways Infrastructure (Access and Management) Regulations 2005 (S1/2005/3049) ("The Rail Regulations 2005"). Please see section 1.3 for details of other legislation.

### **1.3 Legal Framework**

The following are regulations and legislation which relate to the HS1:

- ✓ CTRL Act 1996
- ✓ Railways Act 1993 (as amended)
- ✓ The Railways (Interoperability) Regulations 2006, together with the associated guidance issued by the DfT
- ✓ The Railway (Licensing of Railway Undertakings) Regulations 2005 (S1/2005/3050) which transposed Directive 95/18/EC as amended by 2001/13/EC & 2004/29/EC
- ✓ The Rail Regulations 2005 which transposed Directive 91/440/EC as amended by Directives 2001/12/EC and 2004/51/EC and Directive 2001/14/EC as amended by Directive 2004/49/EC
- ✓ Railways and Other Guided Transport (Safety) Regulations 2006, ("the ROGS Regulations") together with the associated guidance issued by the ORR

## **1.4 Legal Status**

### **1.4.1 General Remarks**

This Network Statement has been produced in accordance with UK legislation and is intended to be an informative document. It is not intended to be an invitation to treat or to be an offer to enter into a contract.

### **1.4.2 Liability**

Reasonable efforts have been made to ensure that the information provided in this Network Statement is accurate. No liability can be accepted for errors, omissions or inaccuracies. Suspected errors which are notified to NR(CTRL) will be reviewed and corrected where appropriate in the next issue of the Network Statement.

Some of the data in this Network Statement and documents to which it refers concern Section 2 of the HS1, which is still under construction. Such information is thus subject to change once Section 2 is operational.

As Section 2 of the HS1 is still under construction, the costs of its construction, maintenance and operation have yet to emerge and it is therefore not possible accurately to predict track access charges. They will be calculated in accordance with the principles set out in Section 6 and the independent Allocation and Charging Body will be pleased to enter into discussions with serious applicants.

### **1.4.3 Appeals Procedure**

The Office of Rail Regulation (ORR) is the regulatory body to which an appeal may be made to the extent that it has jurisdiction on the HS1. Details of the procedure can be obtained from the ORR whose contact details are on their website, [www.rail-reg.gov.uk](http://www.rail-reg.gov.uk). In considering appeals concerning the HS1, the ORR is obliged by the Rail Regulations 2005 to consult with and take account of any representations made by the Secretary of State for Transport.

Any decisions which are disputed but which are not able to be appealed to the ORR will be dealt with using the CTRL Disputes Resolution Agreement subject to there being no extension, by the agreement of the parties or otherwise, of the time available to the tribunal to make a decision where Regulation 20(5) of the Rail Regulations 2005 applies.

Signatories to the CTRL Disputes Resolution Agreement are expected to exhaust the applicable procedures set out therein prior to appealing to the ORR.

## **1.5 Structure of Network Statement**

This Network Statement has been structured in the format agreed by the Network Statement Working Group, using version 2005033 of the Implementation Guide, formed through the Developing European Railways Committee, a requirement of EC Directive 2001/14/EC.

## **1.6 Validity and Updating Process**

The Network Statement shall be updated as and when changes are required, subject to the requirements of the Rail Regulations 2005.

### **1.6.1 Validity Period**

This Network Statement is valid from 28 November 2005 until further notice. Annual timetable start and finish dates are in accordance with Schedule 4 of the Rail Regulations 2005.

### **1.6.2 Updating Process**

The Network Statement shall be updated and re-published as and when changes are required. In the event that the Rail Regulations 2005 require a revision to the Network Statement to be

published in advance of a certain date or event, such provisions will be complied with. If a revision involves the consideration of competition policy, or compliance with an article of law which requires consultation to take place, then such consultation will be undertaken accordingly.

Consultation will be carried out by the circulation of documents to all known interested parties and the fact that a consultation is under way will be published on the website listed for NR(CTRL). The IM will stipulate a reasonable time for response and the invitation to comment will stipulate whether meetings are appropriate to discuss the subject matter.

## **1.7 Publishing**

The Network Statement can be found on the website listed for NR(CTRL) (see section 1.8) and in paper form by request. A charge will be levied for the supply of copies of the Network Statement requested in paper form.

## **1.8 Contacts**

### **1.8.1 On all issues related to Track Access on the HS1:**

Business Manager  
Network Rail (CTRL) Ltd  
2, Ossulston Street,  
London NW1 1HT  
Tel: 00 44 (0)20 7983 6800  
Email: [nrctrl@networkrail.co.uk](mailto:nrctrl@networkrail.co.uk)  
Website: [www.lcrhq.co.uk](http://www.lcrhq.co.uk)

### **1.8.2 On all issues relating to Station Access on the HS1:**

Business Manager  
Network Rail (CTRL) Ltd  
2, Ossulston Street,  
London NW1 1HT  
Tel: 00 44 (0)20 7983 6800  
Email: [nrctrl@networkrail.co.uk](mailto:nrctrl@networkrail.co.uk)  
Website: [www.lcrhq.co.uk](http://www.lcrhq.co.uk)

### **1.8.3 On issues relating to Capacity Allocation on the HS1:**

Business Manager  
Network Rail (CTRL) Ltd  
2, Ossulston Street,  
London NW1 1HT  
Tel: 00 44 (0)20 7983 6800  
Email: [nrctrl@networkrail.co.uk](mailto:nrctrl@networkrail.co.uk)  
Website: [www.lcrhq.co.uk](http://www.lcrhq.co.uk)

### **1.8.4 On issues relating to Temple Mills Depot:**

Depot Manager  
Eurostar (UK) Ltd  
Eurostar House  
Waterloo Station  
London SE1 8SE  
Tel: 00 44 (0) 20 7921 5700  
Website: [www.eurostar.com](http://www.eurostar.com)

#### **1.8.5 On issues relating to Ashford Depot:**

Head of Maintenance Delivery  
Hitachi Europe Ltd  
Old Change House  
128 Queen Victoria Street  
London EC4V 4BJ  
Tel: 00 44 (0)20 7970 2711  
Website: [www.hitachi-rail.com](http://www.hitachi-rail.com)

#### **1.8.6 On issues relating to Dollands Moor:**

Depot Manager  
EWSI  
310 Goswell Road  
London EC1V 7LW  
Tel: 00 44 (0) 870 140 7000  
Website: [www.ews-railway.co.uk](http://www.ews-railway.co.uk)

### **1.9 Cooperation between Infrastructure Managers**

Several European Infrastructure Managers participate in an organisation called Railnet Europe to cooperate in relation to international infrastructure capacity. These Infrastructure Managers have set up a 'One Stop Shop' which acts as a single point of contact for coordination of requests for international infrastructure capacity. TOs wishing to make use of this facility should contact NRIL (who act on behalf of NR(CTRL)) at the following address:

Network Rail 'One Stop Shop'  
Operational Planning  
40 Melton Street  
London NW1 2EE  
Tel: 00 44 (0)207-557-8120  
Website: [www.networkrail.co.uk](http://www.networkrail.co.uk)

#### **1.10 Glossary**

Please refer to Appendix 1 for Glossary of Terms

## **2 ACCESS CONDITIONS**

### **2.1 Introduction**

This section will deal with Access Conditions as applicable to the HS1.

### **2.2 General Access Requirements**

The main legal requirements for gaining access to the HS1 are set out in the documents cited in section 1.3 and in section 2.2.1. There are minor differences between the requirements applicable to the HS1 compared to those for the NRIL Network. Please see sections 1.8/1.9 for the relevant contact details.

#### **2.2.1 Requirements to apply for a train path**

To apply for a train path on the HS1, a TO must satisfy the following requirements:

- ✓ Hold a valid TO's licence, or licence exemption (granted by ORR), or fulfil the relevant provisions of the CTRL Act 1996 which grant exemption from the need for a licence – see 2.2.3.
- ✓ Hold a valid TO's Railway Safety Certificate, with a Part B, valid for the HS1, and the types of vehicles that are to be operated on the infrastructure issued by the ORR – see 2.2.4

- ✓ Ensure all vehicle types to be operated have been subject to the process described in 2.8 below.
- ✓ Have appropriate insurance as described in section 2.2.5
- ✓ Have been allocated Train Slots in the timetable, unless allocated otherwise by special arrangements - see section 4.
- ✓ Be a signatory to the CTRL Claims and Handling Agreement (CTRL CAHA) – see 1.8 for NR(CTRL) contact details.
- ✓ Be a signatory to the CTRL Disputes Resolution Agreement - see 1.4.3
- ✓ Have paid the charge for the HS1 minimum access package – see section 5.2 for minimum package description and section 6 for charges.
- ✓ Satisfy the requirements in Access Condition D of the CTRL Access Conditions – see section 4.
- ✓ Have entered into one or more Access or Framework Access Agreements covering the scope of desired access – see section 2.4.1.

### **2.2.2 Who is allowed to perform train operations (freight and/or passenger)?**

The HS1 is open to passenger and freight TOs, whether or not domiciled in the United Kingdom, as long as they fulfil the requirements to apply for a train path and have entered into appropriate contracts as described in section 2.4.2. The HS1 has been declared as Specialised Infrastructure as set out in the Rail Regulations 2005.

However, applicants who require to gain access to and egress from the HS1 by means of other Networks are advised also to check the requirements of the relevant Infrastructure Managers.

### **2.2.3 Licences**

Licences are issued by the ORR for both domestic and international users. The ORR and corresponding bodies in other member states of the European Union will also issue new European Licences and Statement of National Regulatory Provisions (SNRP). Please refer to the ORR - contact details can be found on their website [www.rail-reg.gov.uk](http://www.rail-reg.gov.uk).

The CTRL Act 1996 authorises an exemption from the requirement to hold a train operating licence for certain operations on the HS1.

### **2.2.4 Safety Certificate**

In accordance with Regulation 3 of the ROGS Regulations, a Transport Operator (TO) is required to produce and have accepted by the ORR (formerly known as HMRI) a valid safety certificate. Regulation 5 of the ROGS Regulations requires that the Safety Management System used by a TO takes into account the risks arising as a result of others such as the Infrastructure Manager and other TO's. In accordance with Regulation 17(3) of the ROGS Regulations, a TO must submit its draft safety certificate document to NR(CTRL) and other TO's using the HS1 at the same time as it is submitted to the ORR. Please refer to section 1.8 for NR(CTRL) contact details.

### **2.2.5 Insurance**

Each TO must have the necessary insurance before operating on the HS1. This includes Public Liability Insurance of at least £155 million, including cover for the infrastructure owners, and Employers' Liability Insurance of at least £10 million. The ORR has published an updated version of the Guidance on Insurance against Third Party Liability, which can be viewed from the related links on the ORR website, [www.rail-reg.gov.uk](http://www.rail-reg.gov.uk). It sets out ORR's approach to carrying out its new role of applying TO's third party liability insurance arrangements. The ORR has no jurisdiction over the HS1 on this matter but the infrastructure owners have adopted the ORR's requirements.

## **2.3 How to apply for a train path**

Any party wishing to operate trains on the HS1 Network must satisfy the relevant legal requirements and pre-conditions including those set out in section 2.2.1. The main

requirements include Access Condition D of CTRL Track Access Conditions. Please refer to section 4 for further details of CTRL Track Access Conditions.

## **2.4 General Business / Commercial Conditions**

### **2.4.1 Framework Agreement**

A Framework Agreement specifies the characteristics of the infrastructure capacity allocated to a TO or other party over a period of time exceeding the duration of a single timetable period. It does not specify train paths in detail but provides an assurance that, in principle, suitable capacity should be available to meet the commercial needs of the TO as envisaged at the time of making the agreement. For the HS1, the function of Framework Agreements is fulfilled by Track and Station Access Agreements made between TOs and the relevant Infrastructure Owner. CTRL(UK) Ltd and Union Railways (North) Ltd, as owners of Sections 1 and 2 of the HS1, may enter into bi-lateral agreements with TOs or others to develop infrastructure enhancements.

### **2.4.2 Access Contracts**

Except for the purposes of Emergency Access, each TO must enter into a Track Access Agreement, CTRL CAHA, a performance agreement and the CTRL Disputes Resolution Agreement with CTRL (UK) Ltd and/or Union Railways (North) Ltd, to cover the full scope of the intended operations. All TOs wishing to use a station on the HS1 must enter into a Station Access Agreement. These agreements are negotiated with NR(CTRL) on behalf of CTRL (UK) Ltd and/or Union Railways (North) Ltd.

All TOs except those providing only Network Services will be required to enter into a Performance Agreement consistent with the arrangements in force at the time. Different arrangements will apply when commercial passenger services start on Section 2.

Regulation 28(4) of the Rail Regulations 2005 state that access agreements covering the CTRL do not have to be approved by the ORR, but the Secretary of State for Transport has a duty to supervise negotiations on charging arrangements and to intervene if it considers it is necessary to do so.

TOs are required to enter into separate agreements with any Depot Facility Owners whose services they may wish to use.

## **2.5 Operational Rules**

The CTRL Operational Rules are defined in the CTRL Rule Book, CTRL Sectional Appendix and associated publications. These are available on the website listed in NR(CTRL) contact details. Please refer to section 1.8.

## **2.6 Exceptional Transports**

Exceptional Transport is defined in the UIC-leaflet 502. Section 9.5 of the CTRL Infrastructure Register gives details of constraints in this respect. Please see section 1.8 for NR(CTRL) contact details.

## **2.7 Dangerous Goods**

TOs are responsible for implementing the RID Regulations on the HS1 and shall comply with Section 9.5 of the CTRL Infrastructure Register, which gives details of constraints on the transportation of Dangerous Goods on the HS1. Dangerous Goods will require special authorisation and working instructions will be issued specific to the movement of such goods as per the CTRL Rule Book module TW3 section 7. Refer to section 4.7 below for the capacity allocation process and section 5 for details of other services provided on the HS1. If necessary, please see section 1.8 for NR(CTRL) contact details.



## **2.8 Rolling Stock Acceptance Process**

All vehicles placed in service on the HS1 by a TO must be covered by Part B of the Safety Certificate that is referred to in Schedule 2 Part I of the ROGS Regulations. 2(c) of this Schedule 2 requires information to be provided on the different types of rolling stock used for the operation, including evidence that they meet any relevant TSI's and national safety rules. For further information, please consult the ROGS Regulations and associated Guidance, all of which can be found on the Office of Public Sector Information (OPSI) website: [www.opsi.gov.uk](http://www.opsi.gov.uk).

Regulation 5(1)(d)(iii) of the ROGS Regulations requires that the Safety Management System of the TO describes the arrangements for "placing in service of new or altered vehicles the design or construction of which incorporates significant changes compared to any vehicle already in use on the transport system and which changes would be capable of significantly increasing an existing risk or creating a significant safety risk". The Regulations then go on to describe how this requirement may be satisfied.

NR(CTRL) would expect a TO requiring to introduce a new vehicle, or make changes to an existing vehicle which come under the scope of Regulation 5(1)(d)(iii), to consult and agree with them (in accordance with the duty of co-operation detailed in Regulation 22) how the risks will be controlled to be tolerable and ALARP. NR(CTRL) will provide information concerning the HS1 infrastructure upon request and will require details of the proposed vehicle or changes to it in order to understand the nature of the risks and the intended controls.

For further information, please refer to section 1.8 for NR(CTRL) contact details.

## **2.9 Staff Acceptance Process**

As indicated in 2.2.4, a TO is required to have a valid Safety Certificate before he may commence operations on the HS1. Part B of the Certificate, which is required to have been accepted by the ORR, must include the information specified in Schedule 2 Part 1, clauses 2a and 2b of the ROGS Regulations. These specify the information to be provided in order to satisfy the requirements of Article 32(3) of 2001/14/EC. Should NR(CTRL) have any concerns about this information, then they will draw them to the attention of the ORR and the TO concerned.

# **3 INFRASTRUCTURE**

## **3.1 Introduction**

The information provided is subject to alteration from time to time and, in particular that given in respect of Section 2 which is still under construction, is subject to confirmation.

## **3.2 Extent of Network**

The HS1 commences at Eurotunnel Network at Cheriton (UK end of the Channel Tunnel) and, when opened fully in 2007, will extend for 109km (68 miles) to connect with the London St Pancras International Station with connections to the NRIL Network at Springhead Junction, near Dartford, Ripple Lane, near Dagenham and in the St. Pancras approaches.

Section 1 of the HS1 runs from the Eurotunnel interface at the UK end of the Channel Tunnel and Dollands Moor Freight Yard at Cheriton to Southfleet Junction where it connects to the Waterloo Connection at Southfleet Junction and then onto NRIL domestic lines at Fawkham Junction. Trains can call at or by-pass Ashford International Station on the NRIL Network. Please refer to section 1.8 for NR(CTRL) details. There is a map of the network located on the listed website.

### 3.2.1 Limits

Geographic limits for the HS1 Sections 1 and 2 can be found in map form on the website or in the respective CTRL Infrastructure Registers, but the document referring to Section 2 is in draft form and is subject to change. Please see section 1.8 for NR(CTRL) contact details.

Singlewell Infrastructure Maintenance Depot and the Infrastructure Maintenance Siding at St. Pancras are not available for normal railway operations and are restricted to Network Services only.

Ripple Lane Exchange Sidings are to be controlled by NRIL.

Temple Mills Depot is to be controlled by Eurostar UK Ltd and will not be part of the HS1 Network managed by CTRL(UK) Ltd, Union Railways (North) Ltd or NR(CTRL) Ltd.

St. Pancras International Station is part of the HS1 Network except that the tracks, signals, railway telecommunications and OHLE in platforms 1 to 4 inclusive are part of the NRIL Network. In addition immediately adjacent to the International Station and partly underneath it, is a NRIL operated station serving the line between Farringdon and Kentish Town, which is also part of the NRIL Network.

### 3.2.2 Connected Railway Networks

The HS1 connects to other railway networks at the following locations:

<u>Location</u>	<u>Infrastructure Manager</u>
St. Pancras (North London Line)	NRIL
St Pancras (North London Incline)	NRIL
St. Pancras (Midland Main Line)	NRIL (via Infrastructure Maintenance Siding with no access for revenue traffic)
Ripple Lane	NRIL
Ebbsfleet	NRIL
Fawkham Jnc (Waterloo Connection)	NRIL
Ashford connecting lines	NRIL
Dollands Moor Freight Connection	EWS International
Cheriton	Eurotunnel

### 3.2.3 Further information

Further detail about the HS1 infrastructure can be found in the CTRL Sectional Appendices and Infrastructure Registers. Please refer to section 1.8 for NR(CTRL) contact details.

## 3.3 Network Description

### 3.3.1 Geographical Identification

#### 3.3.1.1 Track Typologies

The HS1 is a double-track railway, including its connections with NRIL (see 3.2.2), except for the Temple Mills and Dollands Moor connecting lines which are single track, and for the station areas at St Pancras, Stratford and Ebbsfleet which have multiple tracks. All lines are signalled for bi-directional operation, except the Waterloo Connection (between Singlewell and Fawkham Junction). Additionally, loops are provided for train regulation purposes on both Up and Down lines at Singlewell and Lenham and within the multiple-track layouts at Stratford and Ebbsfleet.

#### 3.3.1.2 Track Gauge

The nominal track gauge is 1435mm.

### Platform Gauge

Trains required to call at Ashford Station will have to comply with NRIL requirements, although the international platforms (3 & 4) have been altered to accommodate UIC GB+ vehicles only. Details of the NRIL Network Statement can be found using the NRIL website [www.networkrail.co.uk](http://www.networkrail.co.uk).

Domestic platforms at St. Pancras, Stratford and Ebbsfleet International Stations are at UK-standard platform height of 915mm, whereas international platforms are at the TSI (high speed) Infrastructure compliant platform height of 760mm.

### Special/National profile:

Fawkham Junction - Southfleet Junction (Waterloo Connection) are at UK Standard Structure Gauge (W6/W6A) for lines up to 165km/h with 380mm passing clearance.

#### 3.3.1.3 Stations and Nodes

The following stations on the HS1 are owned by Union Railways (North) Ltd. NR(CTRL) will be the Station Facility Manager in each case, subject to contract. Please refer to 3.3.2.5 for maximum train lengths. Certain elements of stations may not be fitted out and TOs may need to arrange this.

#### St Pancras International Station

St Pancras International Station is located in North West fringe of Central London and has thirteen platforms. Four platforms (nos. 1 to 4 inclusive) are for use by domestic services to major towns and cities towards Sheffield (the tracks, signals, railway telecommunications and Overhead Line Equipment in which are part of the NRIL Network). Six platforms (nos. 5 to 10 inclusive) are for use by international services to and from Eurotunnel's Network and three platforms (nos. 11 to 13 inclusive) are for use by high speed domestic services to and from Ebbsfleet, North Kent via the NRIL Network, Ashford and East Kent via the NRIL Network.

##### Platform Lengths

Platform 1	nominal length	258m
Platforms 2- 4	nominal length	264m
Platforms 5 – 10	nominal length	410m
Platforms 11 – 13	nominal length	294m

There is an area within the station for international arrivals and departures, two sets of public toilets, large public concourse areas on the ground floor and at platform level, approximately 60 retail units, arrival and departure passenger information screens, direct access to the NRIL low - level station services to Brighton and Bedford, public car parking facility and direct access to London Underground. There are concourses and platforms for Midland Main Line services, which operate on the NRIL Network, but the station facilities for these are part of the HS1 Network and service also the HS1 domestic services. Midland Main Line Ltd (MML) is presently the lead retailer for ticketing for domestic services and Eurostar (UK) Ltd (EUKL) will be the lead retailer for ticketing international services.

#### Stratford International Station

Stratford International Station is located in East London and has four platforms, two for international services and two for high speed domestic services. Platforms are located below ground level reached by escalators and lifts.

##### Platform lengths

International platforms	nominal length	410m
Domestic platforms	nominal length	290m

There are public toilets, a public car parking facility, large public concourse areas, various retail units, international arrivals and departures areas, and arrival and departure passenger

information screens. The lead retailer for international ticketing is EUKL. Lead retailers for domestic ticketing have yet to be appointed.

### **Ebbsfleet International Station**

Ebbsfleet International Station is located near Dartford in South East England, and has six platforms, two for international trains, two for high speed domestic trains adjacent to the international platforms and two for the North Kent domestic services, sited on the North Kent Connecting Line.

#### Platform lengths

International platforms	nominal length	410m
Domestic platforms	nominal length	290m

There are public toilets, a large public concourse area at ground floor level, public car parking facility for up to 5,000 vehicles, international arrivals and departure areas, arrivals and departure passenger information screens. The lead retailer for international ticketing is EUKL. Lead retailers for domestic ticketing have yet to be appointed.

## **3.3.2 Capabilities**

### **3.3.2.1 Loading Gauge**

The structure gauge provided for the HS1 lines is as follows:

- ✓ UIC "GC" on HS1
- ✓ UIC "GB+" on Ashford connecting lines

The track interval is not less than 4.5m between the centre lines of adjacent tracks, where the speed capability is greater than 225km/h.

### **3.3.2.2 Weight limits**

Maximum axle load

<b>Train type</b>	<b>Maximum Operating speed</b>	<b>Maximum static load (Po)</b>
International passenger (EMU)	300km/h	17t/axle
Domestic passenger (EMU)	230km/h	17t/axle
Loco hauled passenger	200km/h	22.5t/axle
Freight	140km/h	22.5t/axle

For detailed restrictions please refer to the Infrastructure Registers. Please refer to section 1.8 for NR(CTRL) contact details.

### **3.3.2.3 Line Gradients**

The maximum gradient is 2.50% (1 in 40). Due to this maximum gradient, trains composed of vehicles fitted with standard UIC 85tonne couplings will be limited to a maximum trailing load of 1,100tonnes. Details of gradients along the route may be found in the CTRL Infrastructure Register. Please refer to section 1.8 for NR(CTRL) contact details.

### **3.3.2.4 Line Speeds**

The maximum line speed is:

International Passenger	300km/h
Domestic Passenger	230km/h
Freight	140km/h

If domestic passenger trains or freight trains are proposed to operate in excess of 230km/h or 140km/h respectively, it must be demonstrated that the braking performance is consistent with the HS1 signalling requirements (block sectioning and that coupling strengths are adequate). Details of lower speed limits can be found in the CTRL Sectional Appendix.

Please refer to section 1.8 for NR(CTRL) contact details.

### 3.3.2.5 Maximum Train Lengths

Maximum train lengths (excluding Exceptional Transports):

International Passenger	400m
Domestic Passenger	276m
Freight	775m (incl. locomotive(s)). *

\* local length restrictions below this figure may apply in the St. Pancras area, and will be confirmed at a later date.

### 3.3.2.6 Power Supply

Power is taken from the overhead catenary system (which is compliant to the Energy (High Speed) TSI at 25kV/50Hz AC. Exceptions are noted in the Infrastructure Register. The contact wire height above rail level is generally set at 5.08m. However, the wire height through Ashford International Station platforms is set at a minimum of 4.68m – please refer to NRIL for details on their Infrastructure limitations.

The principle characteristics of the traction power supply system are as follows:

Description	Performance
Nominal voltage	25kV
Maximum voltage (continuous)	27.5kV
Minimum voltage (continuous)	19kV
Nominal frequency	50Hz
Maximum fault current	12kA (6kA in St Pancras area)

### Pantograph characteristics

Pantographs are to comply with EN 50206

The pantograph configuration must be in accordance with Annex H of the Energy TSI.

### North Kent Line Connection, Waterloo Connection and Ashford connecting lines

Conventional NRIL 750V DC third rail system

### 3.3.3 Traffic Control and Communication Systems

The Ashford Control Centre (AFC) is the combined traffic control, signalling control, electrical control and communications centre for the HS1 and is responsible for all day to day railway operating activities.

#### 3.3.3.1 Signalling Systems

TVM430 in-cab system is used throughout the HS1, except at interfaces with the NRIL Network, where TVM will interface with standard UK lineside signalling. St. Pancras International Station and its approaches are controlled by lineside signalling. Trains requiring to operate over the HS1 must be fitted with one or more of the following train control systems depending on routes required:

- ✓ TVM430 or ERTMS/ETCS with STM.
- ✓ For Waterloo Connection and Ashford connecting lines onto NRIL's Network, AWS/TPWS is needed.
- ✓ For St. Pancras International Station and its approaches, KVB is required. Please see 3.3.3.4 for more details.
- ✓ EMC Emissions must comply with adjacent NRIL and Eurotunnel requirements as well as those of the HS1. Please see NR(CTRL) contact details in section 1.8 for further information.

#### 3.3.3.2 Traffic Control System

Trains are regulated according to train regulation policies agreed within the Track Access Agreements. Traffic is regulated by the management of real time performance.

RCC (Route Control Centre) operates the overall traffic management system which contains the following:

- ✓ Automated route setting
- ✓ Automated conflict resolution
- ✓ State of the art train graphing technology for perturbation management and very short term train planning (VSTP)

### 3.3.3.3 Communication System

#### Train radio communication systems

GSM-R is installed throughout the HS1, albeit currently, it is used only as a General Purpose radio. Until such time as GSM-R is implemented on HS1 for secure track-to-train radio, all trains must be fitted with Cab Secure Radio, complying with BR1845 Issue H (including the October 1995 amendment) and BR 1989 specifications.

#### Station communication systems

Public announcements via station data network, Proposed GSM-R radio system (TBC and subject to safety approval), Passenger Information System

### 3.3.3.4 Automatic Train Control Systems (ATCS)

The automatic train control systems on the HS1 are as follows:

Passenger trains operating on HS1	TVM 430 plus KVB
Freight Trains operating on HS1 except St Pancras	TVM 430 plus compatibility to operate APC magnets located on the infrastructure
Freight trains requiring access to St.Pancras	Only permitted under special arrangements
Trains intending to operate in addition across NRIL/ HS1 interface	AWS/TPWS compliant with Railway Group Standard GE/RT8030
Trains fitted with ERTMS/ETCS	STM required to interface with TVM 430

Please note that trains are not permitted to use regenerative braking on the HS1. Any such equipment must be isolated before the vehicle is permitted to operate on the HS1.

## 3.4 Traffic Restrictions

### 3.4.1 Specialised infrastructure

Following consultation, the HS1 has been declared as Specialised Infrastructure as described in Directive 2001/14/EC Article 24 and Regulation 22 of the Rail Regulations 2005. Please see 4.4.3 for more details.

### 3.4.2 Environmental Restrictions

HS1 environmental restrictions can be found using the NR(CTRL) contact details listed in section 1.8.

### 3.4.3 Dangerous Goods

Goods transported on HS1 will be subject to control based upon the principles and controls outlined in the CTRL Infrastructure Register. Please refer to Section 2.7 for further details of dangerous goods and Section 1.8 for NR(CTRL) contact details.

### 3.4.4 Tunnel restrictions

Tunnel restrictions on the HS1 apply as follows:

- ✓ Structure gauge. Please see 3.3.1.2 for further details.

- ✓ Emissions (particularly in respect of tunnels) must be assessed through Rolling Stock Acceptance Process – see section 2.8.
- ✓ Our tunnels have been designed for a certain aerodynamic specification. Please see section 1.8 for NR(CTRL) contact details.
- ✓ Fire detection and suppression in diesel locomotives hauling passenger trains.

#### **3.4.5 Bridge restrictions**

Bridge restrictions on the HS1 apply as follows:

- ✓ Must conform to structure gauge - see section 3.3.1.2.
- ✓ Maximum axle load - see section 3.3.2.2.
- ✓ In the event of extreme high winds (i.e. wind speeds over 160km/h) a speed restriction will be in place on Medway Viaduct. Please see section 1.8 for NR(CTRL) details.

### **3.5 Availability of the Infrastructure**

For availability of the HS1 infrastructure, please refer to Rules of the Route in section 4.3.2.

### **3.6 Service Facilities**

#### **Train Formation Yards**

Ripple Lane Exchange Sidings are to be controlled by NRIL and will not be part of the HS1 Network. There is a turnback siding located in Church Path Pit (Ebbsfleet Station): please refer to the CTRL Infrastructure Register for details. There is no driver access walkway from Church Path Pit between the station and sidings along the line-side.

#### **Storage sidings**

The IM will normally restrict access to the sidings listed below to Network Services or to defective rolling stock which is awaiting retrieval.

There is a locomotive siding at St. Pancras International Station: please refer to the Infrastructure Register for details.

There are head-shunts (i.e. short sidings which could be used for berthing of network service trains, crippled wagons etc.) at the country end of the Up Loop at Singlewell and at both ends of the Up Loop at Lenham Heath. Please refer to the Infrastructure Register for details.

#### **Maintenance and Service Facilities**

##### **Technical facilities**

From a date to be confirmed, Hitachi Europe Ltd will have facilities which can undertake berthing, light servicing, light and heavy maintenance of train sets which are compatible with Class 375, 395 and 465 units in Ashford Depot. That depot is not part of the HS1 Network and is only accessible from the HS1 Network via the NRIL Network.

From a date to be confirmed, Eurostar (UK) Ltd will have facilities which can undertake berthing, light servicing, light and heavy maintenance of train sets which are compatible with Class 373 units in Temple Mills Depot. That depot is not part of the HS1 Network.

##### **Freight terminals**

None available on the HS1

##### **Conventional Freight terminals**

None available on the HS1

##### **Passenger stations**

At St Pancras International Station, the following types of facilities apply:

- Watering – (for platforms 1 – 4 only) potable & non-potable

- Catering – for domestic and international trains
- Shore Supply – 4 South end and 4 North end of platforms 1 – 4 only

The above facilities are available subject to technical compatibility and do not include the services of staff to operate them. St Pancras, Stratford and Ebbsfleet International station services and passenger facilities are described in section 3.3.1.3.

### **3.7 Infrastructure Development**

Section 2 of the HS1 (London St Pancras to Southfleet Junction) is currently under construction and is planned to open in 2007. Alterations to stations are planned before and after the Olympic Games in 2012. There are no capacity enhancement plans presently under consideration.

## **4 CAPACITY ALLOCATION**

### **4.1 Introduction**

NRIL manage capacity allocation as a sub-contractor to NR(CTRL) and those companies are currently reviewing Access Condition D. NR(CTRL) acts as the independent Allocation Body on behalf of CTRL(UK) Ltd and Union Railways (North) Ltd.

### **4.2 Description of Process**

Allocation of capacity is achieved through Track Access Agreements between TOs and CTRL (UK) Ltd/Union Railways (North) Ltd. A Track Access Agreement provides a TO with the contractual rights to bid for a given quantum of pathways against pre-determined key characteristics of the train paths required. The capacity rights under a Track Access Agreement are translated into train slots in the timetable through the timetabling process. Details of the timetabling process are found in Part D of the CTRL Track Access Conditions. The NRIL National Rules of the Plan, which are consistent with the CTRL Track Access Conditions, contain a 'plain English' guide to the practical steps involved in compiling the timetable. Section 4.3.1 below gives an outline description of the capacity allocation processes used by NRIL on behalf of NR(CTRL) and in liaison with other Infrastructure Managers. The timetable is established annually in December, with mid-year adjustment in June.

Please note that the Rail Regulations 2005 Regulation 18(12) states that Track Access Agreements for the HS1 are not subject to the approval of the ORR.

### **4.3 Schedule for Path Requests and Allocation Process**

#### **4.3.1 Schedule for Working Timetable**

Each February NRIL hosts a Timetabling Conference at which each TOs' service aspirations are reviewed in the light of known major projects, and the IM's maintenance and renewal requirements. HS1 capacity allocation is dealt with in this forum. Following the Conference each TO (and potential TO) is required to make a formal declaration of their aspirations for train paths and the rights (or additional rights they intended to seek) under a Track Access Agreement that they intend to exercise in support of those aspirations.

Following the Conference, TOs, NRIL and other IMs work together for a period of around 18 weeks to construct a draft timetable. NRIL seeks to deliver the TOs' aspirations but must ensure that the timetable is constructed in accordance with priorities and Decision Criteria which are set out in Part D of the CTRL Track Access Conditions. After a short period of fine-tuning and error correction, the final timetable is made available to TOs.

See 1.4.3 for information on disputes and appeals procedures.



The schedule of dates applicable to the main stages of the annual timetabling process is set out in NRIL's National Rules of the Plan Section 1, Appendix A.

NRIL are also members of RailNet Europe (RNE), the One Stop Shop (OSS) for European capacity. The HS1 is also discussed at this forum, which meets on a regular basis. In addition, NR(CTRL) currently host a timetable forum to integrate the international and domestic requests for capacity on the HS1. Please see NR(CTRL) contact details in section 1.8 for further details.

#### **4.3.2 Schedule for Requests for train paths outside the timetabling process including ad hoc requests**

To accommodate short term disruptive maintenance, renewal work and ad hoc train service requirements, the Working Timetable can be varied, by agreement, on a short-term basis. Changes due to engineering work are planned on a weekly basis with the objective of publishing such changes 12 weeks in advance of their operation. Ad hoc train service requirements, predominantly to meet variations in freight traffic, are typically planned during the week before operation and can be handled through the train planning process down to 48 hours notice.

Very Short Term Planning (VSTP) is handled directly by NR(CTRL), as referred to in section 3.3.3.2. These requests are made by the TOs directly to the AFC Shift Manager. Please see section 1.8 for NR(CTRL) contact details.

##### **4.3.2.1 Rules of the Route**

Rules of the Route are agreed between NRIL (on behalf of NR(CTRL)) and TOs each year through a consultation process prescribed by Part D the CTRL Track Access Conditions. HS1's Rules of the Route are then prepared by NR(CTRL) (as sub-contracted to NRIL) on behalf of CTRL (UK) and Union Railways (North) Ltd, and incorporated into the national process managed by NRIL.

Rules of the Route contain details of Restrictions of Use of the network due to maintenance, renewal and enhancement work. Details include dates, times, locations, lines affected in respect of possessions (temporary closure of parts of the network), temporary speed restrictions, temporary methods of working and any other restrictions of use.

Short-term changes relating to individual possessions on the network are agreed through a process set out in Section 3 of the National Rules of the Plan.

Please refer to section 4.3 for more information and/or section 1.8 for NR(CTRL) contact details.

A preliminary version of Rules of the Route for each time year is published by NRIL approximately one year in advance and is subject to formal consultation process with TOs and other Bidders. Rules of the Route are shown under the former Southern Region section of the document.

##### **4.3.2.2 Rules of the Plan**

Rules of the Plan are agreed between NRIL (on behalf of NR(CTRL)) and TOs each year through a consultation process prescribed by Part D of the CTRL Track Access Conditions. HS1's Rules of the Route are then prepared by NR(CTRL) (as sub-contracted to NRIL) on behalf of CTRL (UK) and Union Railways (North) Ltd, and incorporated into the national process managed by NRIL.

Rules of the Plan contain wide-ranging information required in timetable compilation such as standard timing points, sectional running times for specific train types, headway and margin limits to be maintained between trains, station working rules and route capability data. This information is compiled on a Regional basis. National Rules of the Plan contains a 'plain English' description of the timetable planning process together with details of the planning

schedule and requirements to be met in TOs' Bids for train paths. It also contains a procedure for agreement of short term changes to Rules of the Route and Rules of the Plan.

A preliminary version of Rules of the Plan for each timetable year is published by NRIL approximately one year in advance and is subject to formal consultation with TOs and other Bidders (see section 4.3 above for process schedule details).

## **4.4 Allocation Process**

### **4.4.1 Co-ordination Process**

Please refer to section 4.3.2.1 for process of allocation on the HS1. For further details, refer to section 1.8 for NR(CTRL) contact information.

### **4.4.2 Dispute Resolution Process**

See 1.4.3 for information on disputes and appeals procedures.

### **4.4.3 Congested Infrastructure; Definition, Priority Criteria and Process**

The HS1 is not presently a congested infrastructure. However, please refer to section 3.2.2 for connecting networks. Potential TOs should refer to the relevant IM Network Statement for further information on these networks.

NR(CTRL) will seek to avoid congestion by dealing with conflicts in access applications in accordance with the criteria set out in the declaration of specialised infrastructure (subject to its successful consultation) and the procedures described in Regulations 20 and 21 of the Rail Regulations 2005 and in Section 4.6 below.

As per Rail Regulations 2005, regulation (22), NR(CTRL) HS1 has been declared as Specialised Infrastructure. The effect of such declaration is that the HS1 infrastructure is designated for use by specified types of rail service (without prejudice to articles 81, 82 & 86 of the Treaty) and NR(CTRL) may give priority to that specified type of rail service in the allocation of infrastructure capacity. The priorities will be as follows, with the designated types of trains taking precedence in the following order:

- ✓ High speed international passenger trains
- ✓ High speed domestic passenger trains
- ✓ High speed freight trains
- ✓ Other trains

This prioritisation will apply except for the duration of the special timetable to be introduced for the Olympic Games in 2012, when the order will be:

- ✓ High speed domestic passenger trains
- ✓ High speed international passenger trains
- ✓ High speed freight trains
- ✓ Other trains

In this context, a high speed train is one which is capable at travelling at more than 95% of the maximum speed permissible for its class specified in the Infrastructure Register. For ease of reference, the specified speeds are as follows:

- |  |          |
|--|----------|
| ✓ International passenger trains which are not locomotive-hauled | 300 km/h |
| ✓ Domestic passenger trains which are not locomotive-hauled      | 230 km/h |
| ✓ Locomotive-hauled passenger trains                             | 200 km/h |
| ✓ Freight trains   | 140 km/h |

If congestion remains, NR(CTRL) may levy congestion charges and will proceed in accordance with Regulation 23 of the Rail Regulations 2005 and if necessary will decide which party(ies) are given priority with consideration to all the circumstances of the case, which shall include (without limitation):

- ✓ The decision criteria in Part D of the CTRL Track Access Conditions.
- ✓ The relative value to society at large of the competing proposals, particularly if one of the competing services is a freight service and/or an international service.
- ✓ The relative disruption of the competing proposals to all users and Infrastructure Managers of the HS1 and other Networks.
- ✓ The relative value to the HS1 infrastructure owners of the competing proposals.
- ✓ The willingness to pay a congestion charge.

#### **4.4.4 Impact of Framework Agreements**

Framework agreements confer to the TO rights to certain numbers of paths, but there are no particular levels of priority of capacity allocation which accrue directly as a result. EUKL presently hold a framework agreement.

### **4.5 Allocation of Capacity for Maintenance, Renewal and Enhancement**

Opportunities for NR(CTRL) Ltd and its contractors to carry out maintenance, renewal and enhancement work on the network are set out in the HS1 Rules of the Route; these are normally carried out in specified non-train periods (set out as Section 4 in Rules of the Route). details are listed in 4.3.2.1 above.

#### **4.5.1 Process**

Please refer to section 4.3.2.1 for details of the process.

### **4.6 Non-Usage/Cancellation Rules**

When there is no congestion, the limit for non-usage of capacity allocation which would trigger loss of access will be 0% per month. If ad hoc applications are made for the use of capacity allocation of which has not been used, then the Allocation Body shall consult the TO whose allocation is in question, the applicant and any other party who would be affected were the allocation to be changed. If there is congestion, and in the absence of a good reason, if the usage in any month between the start of the latest allocation and the date of application for re-allocation is less than 30%, such applications shall succeed and such capacity shall be removed from the party to which it was allocated for such period as the Allocation Body considers appropriate. In coming to such decision, the Allocation shall take account of non economic reasons, consider seasonal traffic flows, the reasonableness of the conduct of the TOs concerned and all other relevant factors identified by the TOs or the Allocation Body. In any event, the Allocation Body shall not remove capacity allocation beyond the end of the timetable year in question without the agreement of the TO who would lose capacity as a result.

See also section 6.1 for the effects on charging of these processes, and section 4 above for Capacity Allocation (specifically, the Allocation Body information).

### **4.7 Exceptional Transports and Dangerous Goods**

The TO is obliged to state whether the transport that it wants to run has a load of such nature that they must be run as an exceptional transport, or if the individual train is carrying dangerous goods as well as if the train itself is classified as a danger class. Please refer to sections 2.6 and 2.7 for further details.

### **4.8 Special Measures to be taken in the Event of Disturbance**

#### **4.8.1 Principles**

Procedures and contractual arrangements for special measures can be found in CTRL Track Access Conditions, Part H. NR(CTRL) AFC Shift Manager will control this process via the AFC Manual. Please see section 1.8 for NR(CTRL) contact details.

#### **4.8.2 Operational Regulation**

Train regulation policies for disruptive events can be found in CTRL Track Access Conditions, Part H. This document describes:

- ✓ Actions to restore working timetable
- ✓ Requirements to comply with reasonable NRIL instructions
- ✓ Contingency Plans
- ✓ Codes of Practice
- ✓ Amended timetable
- ✓ Train Regulation Statements

Please refer to section 1.8 for NR(CTRL) contact details.

## **5 SERVICES**

### **5.1 Introduction**

The HS1 only provides traction current, certain shore supplies at stations and the minimum access package in the context of Services section of the Network Statement (section 5).

### **5.2 Minimum access package**

Minimum access package charges cover the IM's costs of the following:

- ✓ Handling of requests for infrastructure capacity.
- ✓ Responding to initial route acceptance procedures (route acceptance may incur additional charges if rolling stock or types of goods conveyed alter following the initial application).
- ✓ Calculation of track and station access charges and performance payments.
- ✓ Entering into track and station access agreements, performance agreements and any other necessary agreements.
- ✓ The right to track and station access subject to the allocation of capacity.
- ✓ The right to the use of running track, points and junctions.
- ✓ Train control at control centres including signalling, regulation, dispatching.
- ✓ Services of local staff to assist in the resolution of perturbation to the extent they are available.
- ✓ Use of available communications systems and provision of information on train movements.
- ✓ All other information required to implement or operate the service for which capacity has been granted.

### **5.3 Track access to services facilities and supply of services**

Track access to service facilities and supply of services applies as listed below. Please refer to Section 6 for charges.

#### **5.3.1 Use of electrical supply equipment for traction current, where available**

Please see section 3.3.2.6 for further details. These services are provided by the IM and its contractors.

#### **5.3.2 Refuelling facilities**

Does not apply to the HS1

#### **5.3.3 Passenger stations, their buildings and other facilities**

Please see section 3.6 for further details. These services are provided by the IM.

#### **5.3.4 Freight terminals**

Does not apply to the HS1

#### **5.3.5 Marshalling yards**

Does not apply to the HS1

#### **5.3.6 Train formation facilities**

Does not apply to the HS1, but Ripple Lane and Dollands Moor Yard are available via the HS1 although access is granted by the respective facility owner, see 1.8 for NR(CTRL) contact details.

#### **5.3.7 Storage sidings**

Please see section 3.6 for further details. These services are provided by the IM.

#### **5.3.8 Maintenance and other technical facilities**

As discussed in section 3.6, Track access is available via the HS1 to Temple Mills Depot for Class 373 electric multiple units. Track access will also be available, via NRIL's Network, to a new depot for Class 395 trains being constructed at Ashford.

### **5.4 Additional Services**

Additional services on the HS1 apply as listed below. Please see section 6 for more information on charges for these services.

#### **5.4.1 Traction current**

Please refer to section 3.3.2.6 for details. These services are provided by the IM and its contractors.

#### **5.4.2 Supply of fuel**

Does not apply to the HS1.

#### **5.4.3 Services for trains (preheating, water supply, toilet waste handling, etc)**

There are catering shore-base facilities, shore supplies for watering and pre-heating of trains at stations as set out in Section 3.6 above subject to the available capacity and technical compatibility. These facilities are provided by the IM, but if TOs wish to use them, they will need to make their own arrangements to customise the facilities to their own requirements and to operate them.

#### **5.4.4 Shunting and other services**

A diesel locomotive is planned to be available on a call out basis from a date to be confirmed with the capability to rescue failed trains with compatible technical characteristics.

#### **5.4.5 Services for exceptional transports and dangerous goods**

A risk assessment service in respect of the compatibility with the infrastructure will be available as part of the route acceptance procedure for exceptional transport and dangerous goods. These services are provided by the IM and its contractors.

#### **5.4.6 Any other additional services**

From a date to be confirmed, Eurostar (UK) Ltd (EUKL) will have facilities which can undertake berthing, servicing, light and heavy maintenance of train-sets which are compatible with Class 373 units in Temple Mills Depot. That depot is not part of the Network controlled by NR(CTRL) Ltd.

From a date to be confirmed, Hitachi Europe Ltd will have facilities which can undertake berthing, servicing, light and heavy maintenance of train-sets which are compatible with Class 395 units in Ashford Depot. That depot is not part of the Network controlled by NR(CTRL) Ltd and is only accessible from the HS1 Network via the NRIL Network.

### **5.5 Ancillary Services**

#### **5.5.1 Access to telecommunication network**

Access to the telecommunication network is granted to TOs by the IM subject to availability, capacity and the route acceptance process for the purposes of train and station operations only. These services are provided by the IM and its contractors.

#### **5.5.2 Provision of supplementary information**

Access to passenger information is granted by the IM to TOs subject to availability, capacity and technical compatibility for the purposes of train and station operations only. These services are provided by the IM and its contractors.

#### **5.5.3 Technical inspection of rolling stock**

Does not apply to the HS1

#### **5.5.4 Any other ancillary services**

Police services for the stations and railway infrastructure are procured by the IM. TOs make their own arrangements for policing on trains. International policing and security arrangements apply for international TOs who must make their own arrangements in that regard except at HS1 Stations.

Vehicle Health Monitoring Equipment (VHME) is provided on the HS1. Please see section 1.8 for NR(CTRL) contact details.

## **6 CHARGES**

### **6.1 Charging Principles**

The HS1 is not regulated in the same way as the NRIL Network. A framework for charging is set by the Secretary of State for Transport through the CTRL Development Agreement and the Secretary of State has an obligation under the Rail Regulations 2005 to supervise negotiations on charging matters and to intervene if considered necessary.

#### **6.1.1 Charge for Minimum Access Package**

TOs who have yet to commence operations on the HS1 will be subject to charges for the minimum access package. Such charges will reflect the actual costs of the services provided which are directly incurred as a result of the train services to which the package applies. Please see section 6.2.

#### **6.1.2 Track Access Charging Principles**

Section 2 of the HS1 is still under construction and until the costs of its construction, maintenance and operation have emerged, it will not be possible to predict accurately the track access charges. The principles for charging for track access will result in equivalent and non-discriminatory charges for different railway undertakings that perform services of an equivalent nature in a similar part of the market. In compliance with Rail Regulations 2005, the charges shall account for the costs of operating, maintaining and the construction of the HS1. The calculation of the charges may also take into account the mileage travelled by services on the HS1, the speed, composition, weight and suspension characteristics of the trains involved.

#### **6.1.3 Station Access Charging Principles**

Section 2 of the HS1 is still under construction and until the costs of its stations' construction, maintenance and operation have emerged, it will not be possible to predict accurately the station access charges. The principles for charging for station access will result in equivalent and non-discriminatory charges for different railway undertakings that perform services of an equivalent nature in a similar part of the market.

#### **6.1.4 Test Trains**

Track access for test trains shall normally be granted under a separate track access agreement which shall not set any precedent for any such agreements for service trains.

Charges will cover operational maintenance, renewal and management costs and all other costs arising from and in connection with the running of the HS1 except those associated with minimum access packages. The charges for TOs of test trains will be determined on a marginal basis and costs of traction power drawn by electric locomotives will be attributed in arrears.

The charges will include the costs incurred by the IM or its contractors in performing tests or undertaking observations concerning the operation of HS1 infrastructure assets of any type arising from or in connection with the operation of a test train and for a rate of return. The TO shall be liable for such costs and any route acceptance costs chargeable by the IM of an adjacent Network which could be affected by the operation of the test train and shall be responsible for entering into contract directly with such other IM as may be necessary.

The TO of a test train shall be liable to indemnify the IM from any costs arising from or in connection with damage to HS1 infrastructure assets or to such assets of another Network caused by the test train whether or not by negligence of the TO, its staff, contractors or agents.

#### **6.1.5 Infrastructure Enhancement**

If any infrastructure enhancements are required to facilitate operation of services, a separate agreement will be reached regarding funding with the TO.

#### **6.1.6 Congestion**

The independent Allocation and Charging Body may levy such congestion charges as it considers meets the needs of the circumstances, commensurate with the principles set out in section 4.4.3. The Allocation and Charging Body may hold an auction if it considers this would be suitable as a means of breaking a deadlock which cannot be resolved after consideration of those principles, or for other good reason.

#### **6.1.7 Track access to facilities referred to in 5.3**

To the extent that this applies to the HS1, the charges shall be determined as part of the process described in section 6.1 and included therein.

#### **6.1.8 Services referred to in section 5.3**

Where such charges are not an integral part of track and station access charges and the services are provided by or on behalf of the Infrastructure Owners, they shall account for the competitive position of rail transport to the extent required by the Rail Regulations 2005.

The charges for equipment supplying and controlling electric current for traction shall be determined as part of the process described in section 6.1 and included therein.

The charges for additional services and facilities provided in stations shall be subject to negotiation.

#### **6.1.9 Additional services**

Where such charges are not an integral part of track and station access charges and the services are provided by or on behalf of the Infrastructure Owners, they shall account for the competitive position of rail transport to the extent required by the Rail Regulations 2005.

The charges for electric current for traction and rescue locomotives shall be determined as part of the process described in section 6.1 and included therein.

Any services provided by Eurostar (UK) Ltd or Hitachi Europe Ltd at Temple Mills or Ashford Depots shall be a matter between the applicant and those companies but the infrastructure owners and NR(CTRL) Ltd will use all reasonable endeavours to facilitate the supply of any services requested.

The charges for route acceptance services shall be determined as part of the process described in section 6.1 and included therein.

The charges for additional services and facilities provided in stations shall be subject to negotiation.

#### **6.1.10 Ancillary Services**

To the extent that this applies to the HS1, the charges for ancillary services shall be determined as part of the process described in section 6.1 and included therein.

#### **6.1.11 Non-usage or cancellation**

Any TO shall remain liable for the charges that would have been levied upon it for any track or station access or services provided by or on behalf of the Infrastructure Owners but not used by it except that if the independent Allocation and Charging Body is able to recover any charges from another TO who takes up the unused capacity, then such charges as are recovered shall be refunded to the TO whose allocation was redeployed, less a 1% handling fee.

### **6.2 Charging System**

The charges for capacity granted through the annual capacity allocation process has been completed will be ascertained and applied before the start of every timetable period, and will normally apply for its duration, except that EC4T charges will be attributed in arrears.

Charges for minimum access packages (as described in 5.2) shall be subject to an advanced payment on account, the balance being payable when the track access agreement has been executed and route acceptance procedures are completed.

Track and station access charges for capacity granted in response to ad hoc requests will be billed in accordance with the relevant agreements which will be framed in terms of the charging principles.

### **6.3 Tariffs**

#### **6.3.1 Minimum access package**

The scale of charges to TOs will be calculated upon receipt of an application enclosing sufficient details for the charges to be assessed using the method described above. As the charges will depend on the nature of the services and rights sought, it is not practicable to publish them in this document. However, they will be calculated in accordance with the principles set out above and the independent Allocation and Charging Body will be pleased to enter into discussions with serious applicants.

#### **6.3.2 Track and Station Access**

In the light of the continuing construction project, these charges are still being reviewed and will be published as soon as possible. They will be calculated in accordance with the principles set out above and the independent Allocation and Charging Body will be pleased to enter into discussions with serious applicants.

#### **6.3.3 Track access to services facilities**

Charges for track access on the HS1 Network to such facilities as are available are included in the charges described in section 6.1

#### **6.3.3 Supply of services referred to in 5.3**

To the extent that they are available, charges for such services are included in the charges described in section 6.1.



#### **6.3.4 Additional services**

To the extent that they are available, charges for such services as the IM supplies are included in the charges described in section 6.1.

Charges for the use of Temple Mills and Ashford depots will be available upon application to the companies concerned subject to the development of the information in light of the construction projects involved.

TOs who change their rolling stock or goods conveyed after their services have begun will pay the costs arising as a lump sum. Such charges will reflect the actual costs of the services provided which are directly incurred as a result of the train services to which the package applies. Please see section 6.2.

#### **6.3.5 Ancillary services**

To the extent that they are available, charges for such services are included in the charges described in section 6.1.

### **6.4 Performance Scheme**

The Performance Scheme currently in use on Section 1 of the HS1 is based on the NRIL performance regime and will be in force until the start of commercial passenger services on Section 2. From the date of that event onwards, the Performance Scheme in use will be a bespoke scheme which is similar to the NRIL template in some respects but which is different in others. These arrangements will be used as the template for any TO who applies for track access, except for the purposes of Network Services,

The Performance Scheme on HS1 is designed to keep delay to a minimum for all users and is required for all TOs on HS1. Below we briefly describe the basic principles of the CTRL Performance Regime including; benchmark, payment rates, attributable incidents, role of delay and lateness in the regime, cap, and intended incentive properties of the regime.

#### **6.4.1 Benchmark**

Under both Performance Schemes, the benchmark will be negotiated or decided by dispute resolution (see section 1.4.3), with a view to achieving cost neutrality to both parties of the scheme if they perform to their benchmark levels of performance, upon the basis of:

- ✓ predicted performance and reliability of trains
- ✓ actual performance and reliability of trains if data is available, or predictions if not
- ✓ predicted performance and reliability of the HS1 infrastructure
- ✓ actual performance and reliability of the HS1 infrastructure if data is available
- ✓ the working timetable on the HS1
- ✓ the manner of attribution of Minutes Delay and Cancelled Stops to the parties

#### **6.4.2 Payment Rates**

For the Performance Scheme that applies before the start of commercial international passenger services on Section 2, reciprocal payment rates will be set at a level which compensate the TO for the costs, direct losses and expenses which can reasonably be expected to be incurred by the TO as a result of delays, interruptions and cancellations to or terminations of trains.

For the Performance Scheme which applies after that event, reciprocal payment rates will be set by negotiation or by dispute resolution with reference to the costs, direct losses and expenses which can reasonably be expected to be incurred by the TO as a result of delays, interruptions and cancellations to or terminations of trains compared to those of other TOs using the HS1 at the time.

#### **6.4.3 Role of Delay and Lateness in the Regime**

The regime is designed to compensate for lateness as opposed to delay. Lateness is the difference between the planned time of arrival at a particular point and the actual time. Delay, being the actual time lost in running, is used in the regime to establish the share of responsibility for lateness minutes between TOs and the Infrastructure Manager.

HS1 uses the same delay measurement systems as NRIL. Delay is recorded and attributed to incidents which are then reviewed and agreed by both parties. This data is then used to calculate the payments of compensation to either party related to levels of performance above and below the benchmark level.

Differences exist between the two Performance Schemes concerning which events count as causes of delay which are to be attributed to the TO and the Infrastructure Manager and concerning the calculation methods. Details are available upon application.

#### **6.4.4 Cap**

Caps on monies exchanged between parties in each year will be negotiated in accordance with the performance agreement in a similar way to the payment rates, or determined by dispute resolution, with reference to the annual caps of other TOs using the HS1 at the time.

### **6.5 Changes to charges**

The principles and system of charging on HS1 is described in 6.1 and 6.2 of this document. These sections will be updated as foreseen charges are known. Specific details of each TO's charging regimes are included in Schedule 7 of their relevant Track Access Agreement.

For the avoidance of doubt, changes in the law, its interpretation and detailed application are considered as not foreseeable. If changes to the essential elements of the charging system become necessary, consultation shall be held to the extent and in the manner required by the Rail Regulations 2005.

### **6.6 Billing arrangements**

CTRL (UK)/Union Railways (North) Ltd will invoice the TO in accordance with the terms and conditions agreed in their access and performance agreements, based on information supplied by NR(CTRL) Ltd.

Terms and conditions relating to non-payment or late payment are set out in the relevant agreements.

## Appendix 1

### Glossary of Terms

AFC	Ashford Control Centre
ALARP	As Low As Reasonably Practicable
Allocation & Charging Body for the CTRL	Network Rail (CTRL) Ltd
Applicant	An entity that wants to apply for a train path
APC Magnets	Automatic Power Control magnets
ATC	Automatic Train Control
ATPS	Automatic Train Protection Systems
AWS	Automatic Warning System
CTRL (UK) Ltd	Channel Tunnel Rail Link (UK) Limited. Infrastructure owner (and for the purposes of the Rail Regulations 2005, Infrastructure Manager) of the Section 1, Channel Tunnel Rail Link.
The CTRL	The Channel Tunnel Rail Link - the highspeed railway
CAHA	Claims Allocation & Handling Agreement
EC4T	Electric Current for Traction
EDFE	Electricite de France Energy – Private Networks
ERTMS	European Rail Traffic Management System
ETCS	European Train Control System
Eurostar	Eurostar (UK) Ltd, a Train Operating Company
Eurotunnel (ET)	The Infrastructure Manager of the Channel Tunnel
EWS	English Welsh and Scottish Railway Ltd
HMRI	Her Majesty's Railway Inspectorate
HS1	High Speed 1, formerly known as the CTRL.
Infrastructure Manager (IM) for Rail Regulations 2005	In the context of the HS1, CTRL(UK) Ltd and Union Railways (North) Ltd.
Infrastructure Manager (IM) for ROGS Regulations	In the context of the HS1, Network Rail (CTRL) Ltd.
KVB	Controle de vitesse par balises – Speed supervision by beacons
LCR	London Continental Railways. Parent company of URN & CTRL(UK).
LCSP	London & Continental Station & Property
LSER	London & South Eastern Railway Co., the holder of the Integrated Kent Franchise
ORR	Office of the Rail Regulation
OSS	One Stop Shop
NR(CTRL) Ltd	Network Rail (CTRL) Ltd, a subsidiary of NRIL, service provider to the infrastructure owners/station operator and Allocation and Charging Body for the HS1
NRIL	Network Rail Infrastructure Limited, sometimes read as Network Rail.
Possessions	Restriction of use of railway infrastructure assets
Rail Regulations 2005	Railways Infrastructure (Access & Management) Regulations 2005
RID	Carriage of dangerous goods
RNE	RailNetEurope – Association of European Rail Infrastructure Managers with the aim of developing international rail traffic

	through cooperation in the planning and sale of train paths.
ROGS Regulations	Railways and Other Guided Transport (Safety) Regulations 2006,
Rolling Stock	Wheeled vehicles capable of movement on a railway, whether self-propelled or not.
Railway Undertaking (RU)	Any public or private undertaking, licensed according to applicable community legislation.
Section 1 HS1	Portion of highspeed railway that runs between Fawkham Junction/Southfleet Junction to Cheriton (Eurotunnel Boundary)
Section 2 HS1	Portion of highspeed railway that will run between London St Pancras to Southfleet Junction. Due to open in 2007.
SNRP	Statement of National Regulatory Provisions
Station Facility Operator	Network Rail (CTRL) Ltd (Subject to contract)
Station Facility Owner	Union Railways (North) Ltd
STM	Special Transmissions Module
Track Access Agreement	Agreement between IM and TO for use of railway (TAA)
TAC	Track Access Conditions
TO	Transport Operator
TPWS	Train Protection Warning System
TU	Transport Undertaking
UIC	Union Internationale des Chemins de fer.
URN	Union Railways (North) Ltd, Infrastructure owner (and for the purposes of the Rail Regulations 2005, Infrastructure Manager) of Section 2, HS1.
VHME	Vehicle Health Monitoring Equipment
VSTP	Very Short term Train Planning