

All invoices or statements of amounts payable issued under any provision of this contract shall be delivered by hand at, or sent by prepaid first class post or by email (where both parties agree) to the address for service for the recipient specified in Schedule 1 and shall be deemed to have been received by the addressee in accordance with Clause 18.4.3.

16.1.3 *Payment and content of invoices and other statements of amounts payable*

Each invoice and statement of amounts payable shall, unless otherwise stated in this contract:

- (a) be paid within 28 days of the date of its receipt; and
- (b) contain such detail as to the constituent elements of the amounts stated to be payable as shall be necessary or expedient so as to enable the person to whom it is given to understand and check it.

16.1.4 *Method of payment*

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

16.1.5 *Credit notes*

Where a credit note has been issued in accordance with any provision of this contract, the party in receipt of the credit note shall be entitled to apply the amount specified in it against any amount payable by it under this contract or any future invoice or statement of amounts payable it may receive under this contract.

16.2 ***Disputed amounts***

16.2.1 *Notification of a dispute*

Except as otherwise provided in this contract, within 14 days of receipt of an invoice or statement of amounts payable issued under any provision of this contract, the recipient shall notify the issuer of any aspects of the invoice or statement which it disputes, giving reasons for any dispute. Except to the extent that disputes are so notified, the recipient shall be deemed to have agreed the contents of the invoice or statement.

16.2.2 *Payment in full*

Subject to Clause 16.2.3 and except as otherwise provided in this contract, where any amount contained in an invoice in accordance with Schedule 7 is in dispute under Clause 16.2.1:

- (a) the Train Operator shall pay the full amount of the invoice, including the disputed amount, in accordance with the terms of the invoice;
- (b) payment of the disputed amount shall be without prejudice to the determination of whether such amount is properly due or not; and
- (c) Clause 16.3.2 shall apply.

16.2.3 *Right to withhold payment of disputed amount*

If:

- (a) any amount which is payable under any provision of this contract other than Schedule 7 is in dispute under Clause 16.2.1; or

- (b) an invoice or statement of amounts payable under any provision of this contract contains an error and the recipient of such invoice or statement has notified the issuer of any aspects of the invoice or statement which contain an error and which it disputes under Clause 16.2.1,

then:

- (i) the undisputed amount shall be paid in accordance with Clause 16.1.3, or as otherwise provided for in this contract;
- (ii) the disputed balance, or such part of it as has been agreed or determined to be payable, shall be paid or set off, as the case may be, within 35 days after the end of the Charging Period in which the dispute is resolved or determined; and
- (iii) Clause 16.3.1 shall apply also in respect of the disputed balance, or such part of it as has been agreed or determined to be payable.

16.3 **Interest**

16.3.1 *Amounts not paid by due date*

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

16.3.2 *Amounts paid which were not properly due*

Where a disputed amount is paid under Clause 16.2.2 and it is subsequently determined that such amount, or part of it, was not properly due, the payee shall repay the disputed amount, or relevant part, to the payer together with interest (to accrue daily and to be compounded monthly) at the Default Interest Rate from the date of actual payment until the date of actual repayment (as well after judgment as before).

16.4 **VAT**

16.4.1 *Payment of VAT*

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

16.4.2 *Reimbursement of VAT*

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

16.4.3 *VAT credit note to be issued on repayment*

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

rebate or repayment is made, and the first party shall issue an appropriate VAT credit note to the other party.

17. **Force Majeure Events**

17.1 **Meaning of Force Majeure Event**

In this Clause 17:

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

"Force Majeure Event" means, subject to Clause 17.9, any of the following events (and any circumstance arising as a direct consequence of any of the following events):

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

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

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

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

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

17.2 **Nature and extent of relief for force majeure**

Force majeure relief under this Clause 17:

- (a) extinguishes the obligation of the Affected Party to indemnify the other party under Clause 8.2 in respect of Relevant Losses sustained as a result of the failure of the Affected Party to perform a Relevant Obligation; but
- (b) is not available in respect of:
 - (i) any obligation to pay money under Schedule 4, Schedule 7 and Schedule 8; or

- (ii) any other obligation to do or refrain from doing any other thing provided for in this contract; and
- (c) is only available in relation to a failure to perform an obligation under the CVL Network Code to the extent (including as to time and conditions) that the CVL Network Code so provides.

17.3 **Entitlement to force majeure relief**

An Affected Party is entitled to force majeure relief if and to the extent that:

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

17.4 **Procedure for claiming relief**

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

17.5 **Force Majeure Notices and Reports**

17.5.1 *Force Majeure Notice*

In relation to any Relevant Force Majeure Event:

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

17.5.2 *Force Majeure Report*

Following the giving of a Force Majeure Notice:

- (a) the Affected Party shall give a Force Majeure Report as soon as practicable, and in any event within 7 days of service of the Force Majeure Notice; and
- (b) the Force Majeure Report shall constitute a full report on the Relevant Force Majeure Event, amplifying the information provided in the Force Majeure Notice and containing such information as may reasonably be required by the Non-affected Party, including

the effect which the Relevant Force Majeure Event is estimated to have on the Affected Party's performance of the Relevant Obligations.

17.5.3 *Other information*

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

17.6 **Mitigation**

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

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

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

17.7 **Duration of relief for force majeure**

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

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

17.8 **Availability of Performance Order**

If, and to the extent that, a breach of this contract has been caused by a Relevant Force Majeure Event, the Non-affected Party shall not be entitled to a Performance Order except to secure performance by the Affected Party of its obligations under this Clause 17.

18. **Miscellaneous**

18.1 **Non waiver**

18.1.1 *No waiver*

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

18.1.2 *Failure or delay in exercising a right or remedy*

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

18.2 **Variations**

18.2.1 *Amendments to be in writing and to be approved*

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

- (a) such amendment is in writing and signed by, or on behalf of, the parties; and
- (b) if it is an amendment which
 - (i) requires ORR's approval under section 22 of the Act; or
 - (ii) is made under section 22A or 22C of the Act or Schedule 4A to the Act

the amendment has been so approved or directed by ORR, as applicable.

18.2.2 *Exceptions*

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

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

18.2.3 *No Office of Rail and Road approval needed*

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

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

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

18.2.4 *Conformed copy of contract*

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

18.3 ***Entire contract and exclusive remedies***

18.3.1 *Entire contract*

Subject to Clause 18.3.3:

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

18.3.2 *Exclusive remedies*

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

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

18.3.3 *Fraud, death and personal injury*

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

- (a) any liability which either party would otherwise have to the other party, or any right which either party may have to rescind this contract, in respect of any statement made fraudulently by the other party before the execution of this contract;
- (b) any right which either party may have in respect of fraudulent concealment by the other party;
- (c) any right which either party may have in respect of a statement of the kind referred to in section 146 of the Act, whether or not proceedings have been instituted in that respect; or
- (d) any liability which either party may have towards the other party for death or personal injury resulting from its negligence or the negligence of any of its officers, employees or agents.

18.4 **Notices**

18.4.1 *Giving of notices*

Any notice to be given under this contract:

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

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

18.4.2 *Right to modify communication details*

A party shall be entitled to modify in any respect the communication particulars which relate to it and which are set out in Schedule 1 by giving notice of such modification:

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

18.4.3 *Deemed receipt*

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

- (a) if sent by hand or recorded delivery, at the time of delivery;
- (b) if sent by prepaid first class post from and to any place within the United Kingdom, 3 Working Days after posting unless otherwise proven; and
- (c) if sent by email (subject to confirmation of receipt of delivery) before 17:00 hours on a Working Day, on the day of transmission and, in any other case at 09:00 hours on the next Working Day.

18.4.4 *Copies*

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

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

18.5 **Counterparts**

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

18.6 **Survival**

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

18.7 **Contracts (Rights of Third Parties) Act 1999**

18.7.1 *Application to third parties*

Save as provided in this Clause 18.7 or as expressly provided elsewhere in this contract, no person who is not a party to this contract shall have any right under the Contracts (Rights of Third Parties) Act 1999 to enforce any term of this contract.

18.7.2 *Application to the Office of Rail and Road*

ORR shall have the right under the Contracts (Rights of Third Parties) Act 1999 to enforce directly such rights as have been granted to it under this contract.

18.7.3 *Contract amendments*

Subject to Clause 18.2, the CVL IM and the Train Operator shall not, after the Transfer Date enter into any agreement with a third party that requires the consent of any third party in order to amend this contract.

Schedule 1

(Contact particulars)

1. The CVL IM's address for service of notices is:
Amey Keolis Infrastructure / Seilwaith Amey Keolis Limited
10 Furnival Street
London
EC4A 1AB
Email: ✂

All written notices to be marked:

"URGENT: ATTENTION THE COMPANY SECRETARY"

All written notices to be copied to:

"URGENT: INFRASTRUCTURE MANAGEMENT DIRECTOR"

Amey Keolis Infrastructure / Seilwaith Amey Keolis Limited
Transport for Wales CVL Infrastructure Depot
Ty Trafnidiaeth
Treforest Industrial Estate
PONTYPRIDD
CF37 5UR

2. The Train Operator's address for the service of notices is:
DB Cargo (UK) Limited
Lakeside Business Park
Carolina Way
Doncaster
DN4 5PN

Tel: ✂

E-mail: ✂

All written notices to be marked:

"URGENT: ATTENTION THE COMPANY SECRETARY"

and copied to:

Access Manager
DB Cargo (UK) Limited
Ground Floor, McBeath House
310 Goswell Road
London, EC1V 7LW

Tel: ✂

E-mail: ✂

Schedule 2

(Information to assist submitting an Access Proposal or Train Operator Variation Request)

1. Information Request

If the Train Operator considers that:

- (a) it requires information in relation to the CVL from the CVL IM, including information about the available capacity of the CVL;
- (b) the information is not contained in the Operating Constraints and could not reasonably be derived from the Operating Constraints by the Train Operator; and
- (c) the information is reasonably required in connection with an Access Proposal or Train Operator Variation Request it is considering making,

the Train Operator may serve a request on the CVL IM for information (an "**Information Request**").

2. Contents of the Information Request

The Information Request shall contain:

- (a) a list of the specific information which the Train Operator considers reasonably necessary in order for it to inform its decision on whether to submit an Access Proposal or a Train Operator Variation Request and, if so, for which Train Slot; and
- (b) the timescale within which the Train Operator considers it is reasonable for the CVL IM to provide the information requested.

3. Agreement of the Information Request

3.1 *Notification by the CVL IM*

The CVL IM shall, within 5 Working Days of the service of the Information Request by the Train Operator, notify the Train Operator of:

- (a) the specific information which it is able to provide within the suggested timescale;
- (b) any information which it is not able to provide within the suggested timescale and its alternative timescale for the provision of such information; and
- (c) any information which it is not able to provide at all, giving reasons for such non-provision.

3.2 *Failure to agree on provision of specific information*

Following notification by the CVL IM pursuant to paragraphs 3.1(b) or (c), if the parties fail to agree on the information to be provided by the CVL IM in response to the Information Request and the timescales for the provision of such information within 5 Working Days of such notification by the CVL IM, those issues shall be resolved in accordance with the CVL ADRR.

3.3 *Relevant CVL ADRR Forum resolution*

The parties to any dispute referred under paragraph 3.2 above shall agree in a Procedure Agreement, as defined in the CVL ADRR, that the relevant CVL ADRR Forum which is to resolve the dispute shall:

- (a) reach a decision which is fair and reasonable;
- (b) have regard to:
 - (i) the reasonableness of the Train Operator's request for the specific information; and
 - (ii) the reasonable timescale for the provision of the information in the Information Request;
- (c) not make a determination which is inconsistent with the provisions of the CVL Network Code; and
- (d) provide reasons.

3.4 ***Provision of information by the CVL IM***

Following agreement or determination of the information to be provided by the CVL IM in response to the Information Request and the timescale for the provision of such information, the CVL IM shall provide such information to the Train Operator within the timescale so agreed or determined.

4. **Parts D and G of the CVL Network Code**

The provisions of this Schedule 2 shall neither affect nor replace the rights and obligations of the parties contained in:

- (a) Part D of the CVL Network Code concerning the provision of information about changes to the Timetable Planning Rules and/or the CVL Engineering Access Statement; and
- (b) Part G of the CVL Network Code concerning the provision of information about CVL Network Change, as defined in Part G.

Schedule 3

(Collateral agreements)

1. An agreement under which the Train Operator agrees to become a party to the Claims Allocation and Handling Agreement and, for the purpose of Schedule 6, the Claims Allocation and Handling Agreement.
2. A document entitled CVL Emergency Access Code as agreed between the parties and approved or directed by ORR and, for the purpose of Schedule 6, the CVL Emergency Access Code.

Schedule 4

(Variations to Services)

Part 1

(General Provisions)

1A. Single star model

Explanatory Note

- A. *Where there is a Network Rail TAC (Freight Services), matters concerning variations to services for the CVL will be administered by Network Rail through (and as part of) Schedule 4 of the Network Rail TAC (Freight Services).*
- B. *On or around the date of this contract, the CVL IM and Network Rail will enter into a bilateral agreement which will attribute performance matters, including payments arising due to variations to services, as appropriate, between the CVL IM and Network Rail.*
- C. *This explanatory note does not form part of this contract.*

The parties acknowledge that a bilateral agreement between the CVL IM and Network Rail will attribute performance matters including payments arising due to variations to services between the CVL IM and Network Rail. Notwithstanding any other provision of this contract, the parties acknowledge and agree that for so long as there is a track access contract between Network Rail and the Train Operator that grants the Train Operator permission to use the Network Rail network (the "**Network Rail TAC (Freight Services)**") then:

- (a) paragraph 1, paragraphs 2 to 9 and Appendix 1 of this Schedule 4 shall have no effect and shall not create any obligations, responsibilities or liabilities upon either of the parties;
- (b) the provisions of Schedule 4 of the Network Rail TAC (Freight Services) will apply insofar as such provisions relate to the CVL in place of the provisions of this Schedule 4 which are disapplied by paragraph 1A(a) above, such that:
 - (i) Network Rail will pay or procure the payment of all amounts in accordance with Schedule 4 of the Network Rail TAC (Freight Services) including relating to any Service Variation Sum, Late Notice Actual Costs, Late Notice Cancellation Sum, Normal Planned Disruption Sum, Enhanced Planned Disruption Sum and Actual Costs (where applicable) and all amounts due shall be payable between the Train Operator and Network Rail pursuant to the Network Rail TAC (Freight Services);
 - (ii) no invoice and/or credit note issued by Network Rail under the Network Rail TAC (Freight Services) shall be considered to be an invoice and/or credit note issued under this contract;
 - (iii) no payments due or rights of set-off under Schedule 4 of the Network Rail TAC (Freight Services) shall be considered to be amounts payable or to be set off under this contract;
 - (iv) any dispute that arises (including in respect of a failure to pay) pursuant to the terms of Schedule 4 of the Network Rail TAC (Freight Services) shall be a dispute under the terms of the Network Rail TAC (Freight Services) although the CVL IM

can participate in disputes and the Train Operator shall not object to the CVL IM participating in such dispute including any negotiations; and

(v) where the Network Rail TAC (Freight Services):

- A. does apply pursuant to this paragraph 1A of Schedule 4, any reference to Schedule 4 in this contract (save for this paragraph 1A or references to this paragraph 1A in this contract) shall be construed, mutatis mutandis, as a reference to Schedule 4 of the Network Rail TAC (Freight Services); and
- B. does not apply pursuant to paragraph 1A of Schedule 4, any reference to Schedule 4 in this contract shall be construed as references to paragraphs 1, 2 to 9 and Appendix 1 of this Schedule 4.

1. Definitions

1.1 Definitions

In this Schedule 4 unless the context otherwise requires:

"Actual Costs" means any costs, direct losses and expenses (including any loss of revenue) reasonably incurred or reasonably expected to be incurred by the Train Operator including those attributable to limb (e) of a Category 3 Disruption and any increase in Variable Costs but net of:

- (a) any benefit arising from a Category 3 Disruption including any decrease in Variable Costs as a consequence of a Category 3 Disruption; and
- (b) any Enhanced Planned Disruption Sum due to the Train Operator in connection with the relevant Service affected by a Category 3 Disruption;

"Actual Costs Claim Notice" has the meaning specified in paragraph 3.4.3;

"Applicable Service" means a Revised Base Service, a Diverted Service or any Service which suffers a Cancellation;

"Base Service" means:

- (a) a Planned Service which is not able to operate as Planned; or
- (b) a Train Slot in respect of a Freight Access Right as described in sub-paragraph "(a)" of that definition contained in Schedule 5 which is not able to be entered in the New Working Timetable or the Working Timetable in accordance with that right;

in either case because of the non-availability of any part of the CVL as a result of a CVL IM Early Notice Possession;

"Category 1 Disruption" means a variation to any Base Service which would otherwise have operated, where such variation has one or more of the following effects:

- (a) the Planned departure time from Origin of the Revised Base Service differs from that of the Base Service by more than 60 minutes;
- (b) the Planned arrival time at Destination of the Revised Base Service differs from that of the Base Service by more than 60 minutes;
- (c) the end to end journey of the Revised Base Service exceeds that of the Base Service by more than 10 miles; or
- (d) the imposition of more demanding length or weight restrictions for the Revised Base Service compared to the Base Service,

provided that:

- (i) the relevant variation arises as a direct result of a CVL IM Early Notice Possession; and
- (ii) a Category 2 Disruption or a Category 3 Disruption has not been claimed and paid in relation to the relevant Base Service;

"Category 2 Disruption" means a variation to any Base Service which would otherwise have operated, where such variation has one or more of the following effects:

- (a) there is no Revised Base Service;
- (b) the imposition of more demanding gauge restrictions for the Revised Base Service compared to the Base Service; or
- (c) at least one additional locomotive is used for the Revised Base Service over the number used for the Base Service;

provided that:

- (i) the relevant variation arises as a direct result of a CVL IM Early Notice Possession; and
- (ii) a Category 3 Disruption has not been claimed and paid in relation to the relevant Base Service;

"Category 3 Disruption" means a variation to any Base Service which would otherwise have operated, where such variation has one or more of the following effects:

- (a) there is no Revised Base Service and the access from the Origin or to the Destination of the Base Service is blocked to all rail freight services (except as a result of the non-availability of the applicable gauge cleared route);
- (b)
 - (i) there is no Revised Base Service due to the lack of an applicable gauge cleared route between the Origin and the Destination which has lasted or lasts in total for more than 60 hours; or
 - (ii) the Revised Base Service does not have an applicable gauge cleared route between the Origin and the Destination where:
 - (A) the lack of such applicable gauge cleared route has lasted or lasts in total for more than 60 hours; and
 - (B) the Revised Base Service operates in whole, or in part, at the relevant location within this 60 hour period;
- (c) all or part of the goods planned to be carried by the Base Service are required to be transported by any mode other than rail, for all or any part of the journey from its Origin to its Destination;
- (d) at least one additional locomotive is used for the Revised Base Service over the number used for the Base Service; or
- (e) the parties agree that there is a requirement for a specified number of the Train Operator's train crew to acquire knowledge of any diversionary route which may form

part of the Revised Base Service and such requirement has come about as a direct result of the exceptional nature of the variation to the Base Service,

provided that the relevant variation arises as a direct result of a CVL IM Early Notice Possession;

"Category 3 Disruption Trigger" means where the Train Operator incurs Actual Costs as a consequence of any Category 3 Disruption arising from a single CVL IM Early Notice Possession;

"CVL IM Early Notice Possession" means any Early Notice Possession other than an Operator Early Notice Possession;

"Disruption Claim Notice" has the meaning specified in paragraph 3.4.2;

"Disruptive Event" has the meaning ascribed to it in Part H of the CVL Network Code;

"Early Notice Possession" means any Restriction of Use of all or part of the CVL notified in all material respects to a Train Operator in accordance with sections 4, 5 or 7 of the CVL Engineering Access Statement prior to the Possession Notice Date;

"Enhanced Planned Disruption Sum" means the Enhanced Planned Disruption Sum specified in Appendix 1;

"Late Notice Actual Costs" means any costs, direct losses and expenses (including any loss of revenue) reasonably incurred or reasonably expected to be incurred by the Train Operator including any increase in Variable Costs but net of:

- (a) any benefit arising from a Relevant Cancellation or Relevant Service Variation (as the case may be) including any decrease in Variable Costs as a consequence of such Relevant Cancellation or Relevant Service Variation (as the case may be); and
- (b) any Late Notice Cancellation Sum or Service Variation Sum (as the case may be) due to the Train Operator in connection with the relevant Service affected by such Relevant Cancellation or Relevant Service Variation (as the case may be);

"Late Notice Actual Costs Claim Notice" has the meaning specified in paragraph 9.3;

"Late Notice Actual Costs Claim Trigger" means:

- (a) in respect of a Relevant Cancellation, the condition specified in paragraph 9.1(b); or
- (b) in respect of a Relevant Service Variation, the condition specified in paragraph 9.2(b);

"Late Notice Cancellation" has the meaning ascribed to it in Schedule 8;

"Late Notice Cancellation Sum" has the meaning ascribed to it in Schedule 8;

"Normal Planned Disruption Sum" means the Normal Planned Disruption Sum specified in Appendix 1;

"Operator Early Notice Possession" means any Early Notice Possession to the extent:

- (a) required as a result of any damage to the CVL or Environmental Damage which in each case:
 - (i) arises wholly or mainly from the operations of the Train Operator or its failure to comply with its obligations under this contract; and

- (ii) the CVL IM demonstrates is in excess of fair wear and tear arising from use of the CVL by the Train Operator; or
- (b) requested by the Train Operator (other than for the purposes of inspection, maintenance, renewal or repair of the CVL); or
- (c) required in connection with a CVL Network Change proposed by the Train Operator under Condition G3 of the CVL Network Code;

"Original Service" means a Planned Service which:

- (a) is affected by a Disruptive Event as described in paragraph 4.1; or
- (b) is not able to operate because of the non-availability of any part of the CVL as described in paragraph 5.1;

"Originally Requested" has the meaning specified in paragraph 4.1;

"Planned Disruption Sum" means a Normal Planned Disruption Sum or an Enhanced Planned Disruption Sum;

"Possession Notice Date" means, in respect of each Service, the day which is 84 days before the day on which the Service is Planned to depart its Origin;

"Relevant Cancellation" has the meaning specified in paragraph 9.1;

"Relevant Service Variation" has the meaning specified in paragraph 9.2;

"Revised Base Service" means a Base Service which is varied and/or operated using a revised Train Slot established in accordance with Condition D2 or D3 of the CVL Network Code;

"Round Trip" means any Service conveying loaded wagons and any Empty Services and Ancillary Movements associated with that Service;

"Service Variation" has the meaning attributed to it in paragraph 7.1;

"Variable Charge" has the meaning ascribed to it in Schedule 7; and

"Variable Costs" means the Train Operator's costs which vary as a result of a Category 3 Disruption, a Relevant Cancellation or a Relevant Service Variation (as the case may be) arising directly from changes in train mileage including staff, maintenance, fuel or electricity costs, and the Variable Charge.

1.2 **Interpretation**

References in this Schedule to a **"Service"**, except in the definition of "Round Trip", shall include, in relation to any Planned Service, any Empty Services or Ancillary Movements associated with such Planned Service.

2. **Payment**

2.1 Subject to and in accordance with this Schedule 4 and paragraph 9 of Schedule 8, the CVL IM shall, in respect of each Charging Period, pay or procure payment of:

- (a) a Service Variation Sum in respect of each Service Variation and, where applicable subject to paragraph 9.2, any Late Notice Actual Costs arising from the process set out in paragraph 9.4 and in accordance with paragraph 9.4;

- (b) a Late Notice Cancellation Sum in respect of each Late Notice Cancellation and, where applicable subject to paragraph 9.1, any Late Notice Actual Costs arising from the process set out in paragraph 9.4 and in accordance with paragraph 9.4;
- (c) a Normal Planned Disruption Sum in respect of each Category 1 Disruption;
- (d) an Enhanced Planned Disruption Sum in respect of each Category 2 Disruption;
- (e) an Enhanced Planned Disruption Sum in respect of each Category 3 Disruption and, where applicable subject to paragraph 3.3.2, the Actual Costs arising from the process set out in paragraph 3.3.3 and in accordance with paragraph 3.3.3,

provided that a Train Operator shall not be entitled to receive more than one Planned Disruption Sum or one Service Variation Sum or one Cancellation Sum or one Late Notice Cancellation Sum in respect of an Applicable Service, whether under this Schedule 4 or under Schedule 8 or otherwise.

Part 2

(Compensation for notification before the Possession Notice Date)

3. Disruption compensation

3.1 *Category 1 Disruption*

Subject to paragraphs 2, 3.4.1 and 3.5, the CVL IM shall be liable in any Charging Period for a Normal Planned Disruption Sum in respect of each Category 1 Disruption in respect of any Base Service which is either:

- (a) Planned to depart its Origin in that Charging Period; or
- (b) is a Freight Access Right as described in sub-paragraph "(a)" of that definition contained in Schedule 5 which but for a CVL IM Early Notice Possession a Train Slot in accordance with those rights would have been Planned to depart its Origin in that Charging Period.

3.2 *Category 2 Disruption*

Subject to paragraphs 2, 3.4.1 and 3.5, the CVL IM shall be liable in any Charging Period for an Enhanced Planned Disruption Sum in respect of each Category 2 Disruption in respect of any Base Service which is either:

- (a) Planned to depart its Origin in that Charging Period; or
- (b) is a Freight Access Right as described in sub-paragraph "(a)" of that definition contained in Schedule 5 which but for a CVL IM Early Notice Possession a Train Slot in accordance with those rights would have been Planned to depart its Origin in that Charging Period.

3.3 *Category 3 Disruption*

3.3.1 Subject to paragraphs 2, 3.4.1 and 3.5, the CVL IM shall be liable in any Charging Period for an Enhanced Planned Disruption Sum in respect of each Base Service affected by a Category 3 Disruption which is either:

- (a) Planned to depart its Origin in that Charging Period; or
- (b) is a Freight Access Right as described in sub-paragraph "(a)" of that definition contained in Schedule 5 which but for a CVL IM Early Notice Possession a Train Slot in

accordance with those rights would have been Planned to depart its Origin in that Charging Period.

- 3.3.2 If the Train Operator reasonably believes or expects that the Category 3 Disruption Trigger will be satisfied then the Train Operator will be entitled to serve an Actual Costs Claim Notice.
- 3.3.3 Within 56 days (or such other period as the parties may agree) of receipt by the CVL IM of an Actual Costs Claim Notice, the CVL IM shall notify the Train Operator that either:
- (a) it agrees that the Category 3 Disruption Trigger is satisfied and agrees to the amount of Actual Costs claimed by the Train Operator in the Actual Costs Claim Notice, in which case the CVL IM shall also pay such Actual Costs to the Train Operator within 56 days of receipt by the CVL IM of the relevant Actual Costs Claim Notice; or
 - (b) it agrees that the Category 3 Disruption Trigger is satisfied but does not agree to the amount of the Actual Costs claimed by the Train Operator in the Actual Costs Claim Notice, in which case the CVL IM shall:
 - (i) (if it has not already done so) commence negotiations with the Train Operator in respect of its Actual Costs in respect of the Base Service(s) affected by a CVL IM Early Notice Possession and shall continue such negotiations in good faith until they are concluded or until the Actual Costs are determined in accordance with Clause 13; and
 - (ii) pay to the Train Operator its Actual Costs within 28 days of those Actual Costs being agreed or determined in accordance with Clause 13 (as the case may be); or
 - (c) it does not agree that the Category 3 Disruption Trigger is satisfied, in which case the matter shall be immediately referred for determination in accordance with Clause 13, and if it is determined in accordance with Clause 13 that the Category 3 Disruption Trigger is satisfied then the CVL IM shall:
 - (i) (if it has not already done so) commence negotiations with the Train Operator in respect of its Actual Costs in respect of the Base Service(s) affected by a CVL IM Early Notice Possession and shall continue such negotiations in good faith until they are concluded or until the Actual Costs are determined in accordance with Clause 13; and
 - (ii) pay to the Train Operator such Actual Costs within 28 days of those Actual Costs being agreed or determined in accordance with Clause 13 (as the case may be).

3.4 ***Notification, Disruption Claim Notices and Actual Costs Claim Notices***

- 3.4.1 The Train Operator shall notify the CVL IM of any CVL IM Early Notice Possession that it reasonably considers is likely to give rise to any Category 3 Disruption as soon as reasonably practicable after it has been notified of such CVL IM Early Notice Possession.
- 3.4.2 The Train Operator must notify the CVL IM of any Category 1 Disruption, Category 2 Disruption or Category 3 Disruption, unless otherwise agreed in writing, within 56 days of its occurrence and include within such notice details of the affected Base Services and the Planned Disruption Sums claimed (a "**Disruption Claim Notice**").
- 3.4.3 In respect of a claim for Actual Costs for Category 3 Disruptions relating to a single Early Notice Possession, the Train Operator shall, unless otherwise agreed in writing, serve a claim on the CVL IM:
- (a) no later than the day falling 56 days after the end of the occurrence of the CVL IM Early Notice Possession giving rise to a Category 3 Disruption; or

- (b) where an Early Notice Possession is reasonably believed to have exceeded 13 consecutive Charging Periods in length or upon the termination or expiry of this contract, whichever comes first, no later than the day falling 112 days after the end of the 13th consecutive Charging Period or the termination or expiry of this contract (as applicable),

whichever is the earlier, and such claim must include details of the estimate of the Actual Costs which are attributable to all relevant Category 3 Disruptions triggered by the relevant CVL IM Early Notice Possession (an "**Actual Costs Claim Notice**").

3.4.4 Nothing in paragraph 3.4.3 shall prevent the Train Operator from issuing more than one Actual Costs Claim Notice in respect of the same CVL IM Early Notice Possession, provided that:

- (a) each such Actual Costs Claim Notice relates to a different period covered by the relevant CVL IM Early Notice Possession; and
- (b) no Actual Costs Claim Notice can be issued after the last day for serving notice specified under paragraph 3.4.3.

3.5 ***Planned Disruption Sum on Round Trip***

The CVL IM shall not be liable to the Train Operator for more than one Planned Disruption Sum in respect of any Round Trip.

3.6 ***Early notice of potential Actual Cost claims***

The parties may at any time engage in discussions on any matter likely to result in payments of any Actual Costs and shall use reasonable endeavours to agree whether such Actual Costs arising from the process set out in paragraph 3.3 are likely to arise and/or what mitigating actions should be contemplated to reduce or avoid such Actual Costs. The party initiating such discussions shall provide to the other reasonable evidence in writing of why it considers such Actual Costs will arise and what mitigating actions should be contemplated. Following any agreement or determination that such Actual Costs are likely to arise in connection with one or more future CVL IM Early Notice Possessions or that mitigating actions should be contemplated, the parties shall where reasonably practicable engage in discussions on any options for mitigating costs, revenue loss and/or disruption including any advance compensation for such CVL IM Early Notice Possession(s) to the extent such advance compensation would or would reasonably be expected to facilitate the mitigation of the contemplated disruption. Nothing in this Agreement shall prevent the CVL IM and the Train Operator agreeing any options for mitigating costs and disruption in respect of any CVL IM Early Notice Possession(s). Unless otherwise agreed, the timescales for claiming Actual Costs in paragraph 3.4 shall still apply.

Part 3

(Processes and compensation for notification after the Possession Notice Date)

4. Services rescheduled following a Disruptive Event

4.1 Establishing an Alternative Train Slot

Where there is a Disruptive Event:

- (a) to the extent that there is appropriate capacity available on the relevant part of the CVL; and
- (b) subject to Part H of the CVL Network Code and the CVL Railway Operational Code,

The CVL IM shall promptly nominate an Alternative Train Slot which most nearly accommodates the Service as originally included in an Access Proposal, Rolled Over Access Proposal or Train

- (c) the performance of the movement shall be measured accordingly.

5.6 **Cancellation**

5.6.1 Where:

- (a) the CVL IM is not able to nominate an Alternative Train Slot under paragraph 5.2;
- (b) the Train Operator rejects the Alternative Train Slot nominated by the CVL IM under paragraph 5.3(b) and does not propose a different Alternative Train Slot under paragraph 5.4; or
- (c) the Train Operator proposes a different Alternative Train Slot under paragraph 5.4 and this is not accepted by the CVL IM,

the relevant Service shall be treated as a Cancellation for the purposes of paragraph 8.1(d) of Schedule 8, paragraph 2 of Schedule 4 shall apply and the CVL IM shall be liable for the Late Notice Cancellation Sum in respect of that Cancellation in accordance with paragraphs 8.2.3 and 9 of Schedule 8.

5.6.2 Where an Alternative Train Slot is:

- (a) accepted under paragraph 5.3(a); or
- (b) accepted as a Train Operator Variation under paragraph 5.4,

the Original Service shall not be treated as a Cancellation for the purposes of Schedule 8.

Part 4

(Restrictions of Use before Possession Notice Date)

6. Restrictions of Use before Possession Notice Date

Without prejudice to any invoices issued under paragraphs 2 or 3 of Schedule 4 or paragraph 9 of Schedule 8, if the CVL IM nominates that any part of the CVL will not be available for a Service to operate at the Planned time by reason of a Restriction of Use to be taken pursuant to the CVL Engineering Access Statement which has been notified to the Train Operator in all material respects prior to the Possession Notice Date, the CVL IM shall have no liability to the Train Operator under Parts 3, 5 or 7 of Schedule 4 or Schedule 8 in respect of the effect of that Restriction of Use on such Service.

Part 5

(Service Variation)

7. Service Variation

7.1 Service Variation

For the purposes of this Schedule 4, "**Service Variation**" means a variation to any Service which:

- (a) the Train Operator has accepted under paragraphs 4 or 5, and which is Attributable to the CVL IM (as defined in Schedule 8); and
- (b) has one or more of the following effects:

- (i) the end to end journey of the Diverted Service exceeds that of the Original Service by more than five miles;
- (ii) the addition of at least one Planned reversing movement for the Diverted Service over the number of Planned reversing movements for the Original Service;
- (iii) the imposition of any more demanding length, weight or gauge restrictions for the Diverted Service compared with the Original Service;
- (iv) the use of at least one additional locomotive for the Diverted Service over the number for the Original Service;
- (v) the Planned departure time from Origin of the Diverted Service differs from that of the Original Service by more than 30 minutes but less than 12 hours;
- (vi) the Planned arrival time at Destination of the Diverted Service differs from that of the Original Service by more than 30 minutes but less than 12 hours; and
- (vii) while the Train Operator Originally Requested the Train Slot in accordance with Part D of the CVL Network Code, the nomination and acceptance of the Alternative Train Slot which is established for the Diverted Service is treated as a Short Notice Service because an act or omission of the CVL IM resulted in the Originally Requested Train Slot not being Planned in accordance with Part D.

7.2 ***CVL IM liability***

Subject to paragraphs 7.3 and 7.4, the CVL IM shall be liable in any Charging Period for a Service Variation Sum in respect of each Service Variation relating to a Service Planned to depart its Origin in that Charging Period.

7.3 ***Service Variation Sum on Round Trip***

The CVL IM shall not be liable to the Train Operator for more than one Service Variation Sum in respect of any Round Trip.

7.4 ***Service Variation / Cancellation***

The CVL IM shall not be liable to the Train Operator for a Service Variation Sum if, following the Service Variation, the Train Operator is entitled to a Late Notice Cancellation Sum in respect of the Diverted Service.

Part 6

(Not Used)

8. Not Used

Part 7

(Late Notice Actual Costs Claims)

9. Late Notice Actual Costs Claims

9.1 *Late Notice Actual Costs Claim arising from Relevant Cancellation*

If, pursuant to paragraph 5.6.1, the CVL IM is liable for a Late Notice Cancellation Sum in respect of a Cancellation (a "**Relevant Cancellation**"), and:

- (a) either:
 - (i) the Relevant Cancellation occurs because the access from the Origin or to the Destination of the Original Service is blocked to all rail freight services (except as a result of the non-availability of the applicable gauge cleared route); or
 - (ii) the Relevant Cancellation occurs because of the lack of an applicable gauge cleared route between the Origin and the Destination which has lasted or lasts in total for more than 60 hours; or
 - (iii) as a result of the Relevant Cancellation, all or part of the goods planned to be carried by the Original Service are required to be transported by any mode other than rail, for all or any part of the journey from its Origin to its Destination; and
- (b) the Train Operator incurs Late Notice Actual Costs as a consequence of the Relevant Cancellation, then the Train Operator will be entitled to serve a Late Notice Actual Costs Claim Notice in accordance with paragraph 9.3 below.

9.2 ***Late Notice Actual Costs Claim arising from Relevant Service Variation***

If, pursuant to paragraph 7, the CVL IM is liable for a Service Variation Sum in respect of a Service Variation (other than a Service Variation which arises from a variation to a Service which the Train Operator has accepted under paragraph 4) (a "**Relevant Service Variation**"), and:

- (a) either:
 - (i) the Diverted Service does not have an applicable gauge cleared route between the Origin and the Destination where:
 - (A) the lack of such applicable gauge cleared route has lasted or lasts in total for more than 60 hours; and
 - (B) the Diverted Service operates in whole, or in part, at the relevant location within this 60 hour period; or
 - (ii) at least one additional locomotive is used for the Diverted Service over the number used for the Original Service; or
 - (iii) not used; or
 - (iv) the parties agree that there is a requirement for a specified number of the Train Operator's train crew to acquire knowledge of any diversionary route which may form part of the Diverted Service and such requirement has come about as a direct result of the exceptional nature of the variation to the Original Service; and
- (b) the Train Operator incurs Late Notice Actual Costs as a consequence of the Relevant Service Variation,

then the Train Operator will be entitled to serve a Late Notice Actual Costs Claim Notice in accordance with paragraph 9.3 below.

9.3 ***Late Notice Actual Costs Claim Notice***

In respect of a claim for Late Notice Actual Costs arising under paragraphs 9.1 or 9.2 above, the Train Operator shall, unless otherwise agreed in writing, serve a claim on the CVL IM no later than the day falling 56 days after the occurrence of the Relevant Cancellation or Relevant Service Variation (as the case may be), and such claim must include details of the estimate of

the Late Notice Actual Costs which are attributable to the Relevant Cancellation or Relevant Service Variation (as the case may be) (a "**Late Notice Actual Costs Claim Notice**").

9.4 **Late Notice Actual Costs Claim Process**

Within 56 days (or such other period as the parties may agree) of receipt by the CVL IM of a Late Notice Actual Costs Claim Notice, the CVL IM shall notify the Train Operator that either:

- (a) it agrees that the Late Notice Actual Costs Claim Trigger is satisfied and agrees to the amount of the Late Notice Actual Costs claimed by the Train Operator in the Late Notice Actual Costs Claim Notice, in which case the CVL IM shall also pay such Late Notice Actual Costs to the Train Operator within 56 days of receipt by the CVL IM of the relevant Late Notice Actual Costs Claim Notice; or
- (b) it agrees that the Late Notice Actual Costs Claim Trigger is satisfied but does not agree to the amount of the Late Notice Actual Costs claimed by the Train Operator in the Late Notice Actual Costs Claim Notice, in which case the CVL IM shall:
 - (i) (if it has not already done so) commence negotiations with the Train Operator in respect of its Late Notice Actual Costs and shall continue such negotiations in good faith until they are concluded or until the Late Notice Actual Costs are determined in accordance with Clause 13; and
 - (ii) pay to the Train Operator its Late Notice Actual Costs within 28 days of those Late Notice Actual Costs being agreed or determined in accordance with Clause 13 (as the case may be); or
- (c) it does not agree that the Late Notice Actual Costs Claim Trigger is satisfied, in which case the matter shall be immediately referred for determination in accordance with Clause 13, and if it is determined in accordance with Clause 13 that the Late Notice Actual Costs Claim Trigger is satisfied then the CVL IM shall:
 - (i) (if it has not already done so) commence negotiations with the Train Operator in respect of its Late Notice Actual Costs and shall continue such negotiations in good faith until they are concluded or until the Late Notice Actual Costs are determined in accordance with Clause 13; and
 - (ii) pay to the Train Operator such Late Notice Actual Costs within 28 days of those Late Notice Actual Costs being agreed or determined in accordance with Clause 13 (as the case may be).

Appendix 1

The Normal Planned Disruption Sum shall be £336, amount to be expressed in pounds sterling and rounded to zero decimal places.

The Enhanced Planned Disruption Sum shall be £894, amount to be expressed in pounds sterling and rounded to zero decimal places.

Schedule 5

(Services)

1. Definitions

1.1 Definitions

"Arrival Window" means the period of time during which a Service shall be Planned to arrive at its Destination;

"Association" means a Special Term linking the planning of two Services at any location or locations;

"Contingent Right" means a right under this Schedule 5 which is not a Firm Right and which is subject to the fulfilment of all competing Exercised Firm Rights and any additional contingency specified in this Schedule 5 (and which is identified in the Rights Table by the notation "Contingent" in the column headed "Special Terms");

"Contract Miles" has the meaning ascribed to it in Schedule 7;

"Day" means any period of 24 hours beginning at 00:00 hours and ending immediately before the next succeeding 00:00 hours, and any reference in this Schedule to any named day of the week shall be to such period commencing on that named day. The following convention shall be used to denote days of the week:

M - Monday; T - Tuesday; W - Wednesday; Th - Thursday; F - Friday;

S - Saturday; SUN - Sunday; EWD - Monday to Saturday inclusive;

O indicates Services are run on that day alone (e.g. MFO - Monday and Friday only); and

X indicates Services are run on days other than the day or days shown with the exception of Sunday (e.g. MX - Monday excepted);

"Days per week" means the Days on which the Train Operator has a Freight Access Right to a Train Slot to operate that Service, expressed as the Day on which that Service is to be Planned to commence from its Origin;

"Departure Window" means the period of time during which the Service shall be Planned to depart from its Origin;

"Destination Stanox" means a numeric reference used in Network Rail systems to describe the physical location, either part of the CVL or a facility adjoining the CVL, to which the Service will be Planned to operate;

"East CVL Boundary" means the connection point between the CVL and Network Rail's network at Cardiff East Junction at 0 miles 13 chains on both the Up and Down Llandaff Line;

"Exercised" has the meaning ascribed to it in Part D of the CVL Network Code;

"Firm Right" has the meaning ascribed to it in Part D of the CVL Network Code;

"Flexing Rights" has the meaning ascribed to it in Part D of the CVL Network Code;

"Freight Access Right" means either:

- (a) a Firm Right to a Train Slot relating to a Service with the characteristics set out in the Rights Table; or

- (b) a Contingent Right to a Train Slot relating to a Service with the characteristics set out in the Rights Table (and which is identified in the Rights Table by the notation "Contingent" in the column headed "Special Terms");

"International Freight Capacity Notice" has the meaning ascribed to it in Part D of CVL the Network Code;

"International Freight Train Slot" has the meaning ascribed to it in Part D of the CVL Network Code;

"Loading Gauge" has, in relation to any Service, the meaning ascribed to it by Section D2 of the "Working Manual for Rail Staff - Section 2 - Loading and Conveyance of Freight Traffic" (as defined for each section of the CVL within the various sectional appendices to the Working Timetable), and as denoted in the Rights Table by the equivalent W number of the Specified Equipment, where this exceeds that permitted by the Operating Constraints;

"Maximum Length of Train" means, in relation to any Service, the train length, excluding the length of a locomotive and brakevan, expressed in standard length units ("**SLUs**") of 21 feet, to be used in the compilation of the New Working Timetable as denoted in the Rights Table where the length exceeds that permitted by the Operating Constraints;

"Minimum Dwell Time at Intermediate Point" means the minimum period of time that the Service shall be Planned to stay at any relevant Intermediate Point;

"Minimum Turn Around Time at Destination" means the minimum time (expressed in minutes) that the Service shall be Planned to stay at its Destination;

"Minimum Turn Around Time at Origin" means the minimum time (expressed in minutes) that the Service shall be Planned to stay at its Origin;

"Origin Stanox" means a numeric reference used in the CVL IM systems to describe the physical location, either part of the Network or a facility adjoining the CVL, from which the Service will be Planned to originate;

"Revised Base Service" has the meaning ascribed to it in Schedule 4;

"Rights Table" means the table at Annex 1 of this Schedule 5;

"Route Availability" has, in relation to any Service, the meaning ascribed to it in the "Working Manual For Rail Staff - Freight Train Operations", and as denoted in the Rights Table by the equivalent RA number, where this exceeds that permitted by the Operating Constraints;

"Routing" means the route which the CVL IM is to use for a Service in preparing the New Working Timetable or the Working Timetable;

"Special Terms" means any special characteristic of a Service which is specified as such in the Special Terms column of the Rights Table;

"Subsidiary Change Date" has the meaning ascribed to it in Part D of the CVL Network Code;

"Timing Load" has the meaning ascribed to it in Part D of the CVL Network Code;

"Train Operator Variation Services" means Services in relation to which Train Operator Variation Requests are made by the Train Operator pursuant to paragraph 2.3;

"West CVL Boundary" means the connection point between the CVL and Network Rail's network on the Radyr Branch at 1 mile 20 chains on both the Up and Down Treforest Line;

"Y Path" means, in relation to a specified Service, where the Train Operator has a Freight Access Right to that Service to:

- (a) depart from one or more Origins to the same Destination; and/or
- (b) arrive at one or more Destinations from the same Origin,

as set out in the Rights Table, provided that the Train Operator shall not be entitled to more than one Y Path Option within any one Y Path on any particular Day, such Rights being identified by the letter "Y" in the column headed "Days per Week" and "Y with *[insert the relevant train reporting number]*" in the column headed "Special Terms"; and

"Y Path Option" means in relation to a Y Path, one Origin and one Destination from a combination of one or more Origins and one or more Destinations.

2. Rights and Services

2.1 Train Slots

The Train Operator has:

- (a) Firm Rights to Train Slots in the Working Timetable relating to Services which are not Contingent Rights; and
- (b) Contingent Rights to Train Slots in the Working Timetable (and which are identified in the Rights Table by the notation "Contingent" in the column headed "Special Terms").

2.2 Ancillary Movements

2.2.1 The Train Operator has:

- (a) Firm Rights to make Ancillary Movements of Specified Equipment to the extent necessary or reasonably required to give full effect to the other Firm Rights of the Train Operator; and
- (b) Contingent Rights to make Ancillary Movements of Specified Equipment to the extent necessary or reasonably required to give full effect to the other Contingent Rights of the Train Operator.

2.2.2 For the purposes of paragraph 2.2.1, Ancillary Movements shall include movements:

- (a) to and from maintenance depots for the purpose of maintaining rolling stock;
- (b) for driver training purposes; and
- (c) which do not convey loaded wagons or empty passenger rolling stock;

but shall not include movements of rolling stock for the purpose of testing in furtherance of vehicle acceptance procedures.

2.3 Train Operator Variation Services

2.3.1 Train Operator Variation Services are services for which the Train Operator has made a Train Operator Variation Request in accordance with Part D of the CVL Network Code and which Train Operator Variation Request has been:

- (a) accepted or been deemed to have accepted; or
- (b) modified, and that modification has either been accepted or been deemed to have been accepted by the Train Operator.

2.3.2 The duration of any Train Operator Variation Service shall not exceed 12 months.

2.3.3 For the purposes of paragraph 2.3.1, Train Operator Variation Services:

- (a) shall not include Services for the purpose of testing under vehicle acceptance procedures; but
- (b) shall include Services for the purpose of testing rolling stock (including testing for the purpose of mileage accumulation) which has secured an engineering acceptance certificate and a certificate of interim operation.

2.3.4 For the purpose of this paragraph 2.3, where Train Operator Variation Requests for successive Train Operator Variation Services each having substantially the same characteristics are accepted, such Train Operator Variation Services shall be aggregated for the purpose of ascertaining whether the period of 12 months has been exceeded.

2.3.5 Paragraphs 2.3.2 and 2.3.4 shall not apply to any Service to which a Freight Access Right applies that has been the subject matter of a Train Operator Variation Request.

2.4 **Public holidays**

With the exception of Christmas Day and Boxing Day (25 and 26 December), for the purposes of this contract, public holidays are treated as normal named Days.

3. **Flexing Rights**

3.1 **Associations**

Where Associations are shown as Special Terms in the Rights Table relating to Firm Rights, the Flexing Rights shall not be used to break such Associations.

4. **Services**

4.1 **Services**

The Services under this contract comprise:

- (a) services with the characteristics set out in the Rights Table in columns 1 to 18;
- (b) any Diverted Services;
- (c) Ancillary Movements;
- (d) any Train Operator Variation Services;
- (e) any Revised Base Service; and
- (f) any service Planned to use an International Freight Train Slot listed in Section A of the International Freight Capacity Notice applicable for the relevant Timetable Period, and which is shown in the Working Timetable as having been allocated to the Train Operator.

4.2 **Specified Equipment**

4.2.1 Subject to paragraph 4.2.3, the Train Operator has, in relation to a Service, a Firm Right to use any equipment registered with RSSB's R2 system which has performance characteristics identical to or better than the Timing Load specified in the Rights Table for such Service.

4.2.2 Subject to paragraph 4.2.3, the Train Operator has, in relation to a Service, a Contingent Right to use any equipment registered with RSSB's R2 system.

- 4.2.3 No rolling stock may be used unless and until it has achieved vehicle and route acceptance necessary for its use on the CVL and in the case of electrified rolling stock, until the charges pursuant to Schedule 7 of this contract have been amended to include charges for electrified rolling stock.

4.3 **Information**

The parties make no representations regarding the data set out in columns headed "For information – not part of contract" in the Rights Table and rows entitled "Non-contractual Comments" in the Rights Table. Such data does not form part of this contract and is included in the Rights Table for convenience and information only.

5. **Amendment of the Rights Table**

5.1 **Circumstances in which parties may amend the Rights Table**

Either party may by notice to the other propose that the Rights Table be amended in accordance with this paragraph 5. Such amendment shall be restricted to a change to the extent of the window in either or both of the columns headed "Arrival Window" or "Departure Window" of the Rights Table.

5.2 **Procedure for amendment of the Rights Table**

- (a) The party who wishes to amend the Rights Table shall notify the other party of any such proposed change and the date from which it proposes that such change will have effect provided that:
- (i) the amendment may only take effect on a Principal Change Date or Subsidiary Change Date, but in any event shall not take effect before the Principal Change Date in 2019; and
 - (ii) the notice must be given on or before the first day of the month 15 months before the relevant Principal Change Date or the Subsidiary Change Date as the case may be.
- (b) Any notice under paragraph 5.2(a) shall specify that party's proposed amendments to the extent of the window in either or both of the columns headed "Arrival Window" or "Departure Window", and be accompanied by information in reasonable detail supporting the change proposed and setting out the reasons for it.
- (c) If the party receiving a notice issued under paragraph 5.2(a) agrees that the Rights Table should be amended in accordance with that notice, then it shall as soon as reasonably practicable (and in any event no later than 20 Working Days) after receiving that notice respond in writing setting out its agreement. The parties shall then ensure that ORR is furnished with the agreed amendment and such information and evidence as ORR requires to decide whether or not to approve the amendment.
- (d) If the party receiving a notice issued under paragraph 5.2(a) does not agree that the Rights Table should be amended in accordance with that notice, then it shall respond to that notice in writing in reasonable detail and with reasons for its response within 20 Working Days of service of such notice. Promptly (and in any event within 20 Working Days) following the service of such written notice of disagreement, the parties shall endeavour to agree whether the Rights Table should be amended in accordance with this paragraph 5 and, if so, the amendments. If they do so agree, the parties shall then ensure that ORR is furnished with the agreed amendment and such information and evidence as ORR requires to decide whether or not to approve the amendment.
- (e) If the parties fail to reach agreement within 40 Working Days of service of a notice under paragraph 5.2(a), or if prior to that date both parties agree that agreement is unlikely to be reached within that period:

- (i) either party may notify ORR; and
 - (ii) the parties shall furnish ORR with such information and evidence as ORR shall require in order to determine the matter, such determination to be binding on the parties.
- (f) In making its determination under paragraph 5.2(e)(ii), ORR shall have regard to the information and evidence provided by the parties, and the duties set out in section 4 of the Act.
- (g) An amendment to the Rights Table shall take effect only when it has been approved (in the case of an amendment agreed by the parties) or determined (in the case of a proposal referred to ORR under paragraph 5.2(e)) in writing by ORR, and shall apply from the relevant Principal Change Date proposed by the party requesting the change (in accordance with paragraph 5.2(a)).

Annex 1

Rights Table

A		B		C		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
For Information - not part of contract				Service characteristics					Origin Data					Destination Data					Additional Data				Equipment Characteristics				
Service Group Reference	Flow No	Train Reporting Number	Minimum Turn Around Time at Origin	Days per Week	Departure Window From	Departure Window To	Origin	Origin Stanox	Destination	Arrival Window From	Arrival Window To	Destination Stanox	Minimum Turn Around Time at Destination	Routing	Intermediate Points	Minimum Dwell Time at Intermediate Point	Special Terms	Timing Load	Maximum Length of Train	Route Availability (RA)	Loading Gauge	Contract Miles					
3602	2	4C93		MFO	06:32	07:32	East CVL Boundary		CWMBARGOED OPENCAST COLLY	07:51	08:51	78326	120 mins				Service must be bid as a through service beyond the CVL boundary from MARGAM T.C. (79780)	75-66S06					22				
59360220																											
3602		6C93	120 mins	MFO	10:09	11:09	CWMBARGOED OPENCAST COLLY	78326	East CVL Boundary	14:49	15:49						Service must be bid as a through service beyond the CVL boundary to PORT TALBOT GRANGE SDGS (79744)	60H66S22		10			22				
59360220																											
3602		4C93		SO	06:30	07:30	East CVL Boundary		CWMBARGOED OPENCAST COLLY	07:51	08:51	78326	120 mins				Service must be bid as a through service beyond the CVL boundary from MARGAM T.C. (79780)	75-66S06					22				
59360220																											
3602		6C93	120 mins	SO	10:09	11:09	CWMBARGOED OPENCAST COLLY	78326	East CVL Boundary	14:48	15:48						Service must be bid as a through service beyond the CVL boundary to PORT TALBOT GRANGE SDGS (79744)	60H66S22		10			22				
59360220																											
3602		4C94		TWThO	10:35	11:35	East CVL Boundary		CWMBARGOED OPENCAST COLLY	11:59	12:59	78326	120 mins				Service must be bid as a through service beyond the CVL boundary from MARGAM T.C. (79780)	75-66S06					22				
59360220																											
3602		6C94	120 mins	TWThO	14:15	15:15	CWMBARGOED OPENCAST COLLY	78326	East CVL Boundary	19:14	20:14						Service must be bid as a through service beyond the CVL boundary to PORT TALBOT GRANGE SDGS (79744)	60H66S22		10			22				
59360220																											

Times at East CVL Boundary and West CVL Boundary must align with those shown in the Rights Table set out in Annex 1 of Schedule 5 in the Track Access Agreement that the Train Operator has with Network Rail. Where the Train Operator has a Firm Right or Contingent Right in the table above, it shall ensure that all requests for Train Slots it makes pursuant to Part D of the CVL Network Code are for paths which continue on to the Network Rail network (or vice versa) and such requests are only submitted in combination with a request pursuant to Part D of the Network Code for the corresponding paths on the Network Rail network.

Schedule 6

(Events of Default, suspension and termination)

1. Events of Default

1.1 *Train Operator Events of Default*

The following are Train Operator Events of Default:

- (a) the Train Operator ceases to be authorised to be the operator of trains for the provision of the Services in accordance with Clause 3.2(a);
- (b) an Insolvency Event occurs in relation to the Train Operator;
- (c)
 - (i) any breach by the Train Operator of this contract, its Safety Obligations or any of the Collateral Agreements; or
 - (ii) any event or circumstance which is reasonably likely to result in any such breach,

which, by itself or taken together with any other such breach, event or circumstance, the CVL IM reasonably considers constitutes a threat to the safe operation of any part of the CVL;
- (d) any Track Charges or other amount due by the Train Operator to the CVL IM under this contract remain unpaid for more than 7 days after their due date;
- (e) any breach of this contract or any material breach of any of the Collateral Agreements by the Train Operator which, by itself or taken together with any other such breach, results, or is likely to result, in material financial loss to the CVL IM; and
- (f) any breach of this contract or any material breach of any of the Collateral Agreements by the Train Operator which, by itself or taken together with any other such breach, results, or is likely to result, in material disruption to train operations of other train operators.

1.2 *Notification*

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

1.3 *CVL IM Events of Default*

The following are CVL IM Events of Default:

- (a) the CVL IM ceases to be authorised to be the operator of the CVL by a licence granted under section 8 of the Act unless exempt from the requirement to be so authorised under section 7 of the Act;
- (b) an Insolvency Event occurs in relation to the CVL IM;
- (c)
 - (i) any breach by the CVL IM of this contract, its Safety Obligations or any of the Collateral Agreements; or

- (ii) any event or circumstance which is reasonably likely to result in any such breach,

which, by itself or taken together with any other such breach, event or circumstance the Train Operator reasonably considers constitutes a threat to the safe operation of the Services or any Ancillary Movements; and

- (d) any breach of this contract or any material breach of any of the Collateral Agreements by the CVL IM which, by itself or taken together with any other such breach, results, or is likely to result, in material financial loss to the Train Operator.

1.4 **Notification**

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

2. **Suspension**

2.1 **Right to suspend**

2.1.1 The CVL IM may serve a Suspension Notice where a Train Operator Event of Default has occurred and is continuing.

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

2.2 **Contents of Suspension Notice**

A Suspension Notice shall specify:

- (a) the nature of the relevant Event of Default;
- (b) the date and time at which suspension is to take effect;
- (c) in the case of a Suspension Notice served on the Train Operator, reasonable restrictions imposed while the Suspension Notice is in force on the permission to use the CVL or any parts of it;
- (d) in the case of a Suspension Notice served on the CVL IM, details of any necessary suspension of the Services; and
- (e) whether the party serving the Suspension Notice reasonably considers that the Event of Default is capable of remedy, and where the Event of Default is capable of remedy:
 - (i) the steps reasonably required to remedy the Event of Default; and
 - (ii) a reasonable grace period for the defaulting party to remedy it (where the Event of Default which has occurred is a failure to pay Track Charges or other amounts due, 7 days shall be a reasonable grace period).

2.3 **Effect of a Suspension Notice served by the CVL IM**

Where the CVL IM has served a Suspension Notice on the Train Operator:

- (a) the Train Operator shall comply with any reasonable restrictions imposed on it by the Suspension Notice;

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

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

Where the Train Operator has served a Suspension Notice on the CVL IM:

- (a) it shall have the effect of suspending the Train Operator's permission to use the CVL to provide the Services to the extent specified in the Suspension Notice;
- (b) the Suspension Notice shall remain in full force and effect in accordance with its terms until it has been revoked either in whole or in part by notice from the Train Operator to the CVL IM under paragraph 2.5.4; and
- (c) the service of the Suspension Notice shall not affect the Train Operator's Firm Rights (as defined in Schedule 5) for the purpose of Part D of the CVL Network Code.

2.5 *Suspension to be proportionate to breach*

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

- (a) railway vehicles;
- (b) Services; and
- (c) categories of train movements or railway vehicles,

or parts or part of them, to which the relevant Train Operator Event of Default relates.

2.5.2 A Suspension Notice served under paragraph 2.4 in respect of any of the CVL IM Events of Default specified in paragraphs 1.3(a), (c) and (d) shall, so far as reasonably practicable, apply only to the:

- (a) railway vehicles;
- (b) Services; and
- (c) categories of train movements or railway vehicles,

or parts or part of them, to which the relevant CVL IM Event of Default relates.

2.5.3 The party served with a Suspension Notice which specifies an Event of Default which is capable of remedy shall:

- (a) with all reasonable diligence, take such steps as are specified in the Suspension Notice to remedy the Event of Default; and
- (b) keep the party serving the Suspension Notice fully informed of the progress which is being made in remedying the Event of Default.

2.5.4 Where a party served with a Suspension Notice has complied with its obligations under paragraph 2.5.3, whether in whole or in part, and it is reasonable for the suspension effected by the Suspension Notice to be revoked, whether in whole or in part, the party which served the Suspension Notice shall revoke the suspension to that extent. Such revocation shall be effected as soon as practicable after the remedy in question by notice to the other party specifying the extent of the revocation and the date on which it is to have effect.

3. Termination

3.1 *The CVL IM's right to terminate*

The CVL IM may serve a Termination Notice on the Train Operator:

- (a) where the Train Operator fails to comply with any material restriction in a Suspension Notice;
- (b) where the Train Operator fails to comply with its obligations under paragraph 2.5.3;
- (c) where the Train Operator Event of Default specified in paragraph 1.1(a) has occurred and is continuing; or
- (d) where the Train Operator Event of Default specified in a Suspension Notice served by the CVL IM is not capable of being remedied and 3 months have elapsed from the service of that Suspension Notice.

3.2 *Train Operator's right to terminate*

The Train Operator may serve a Termination Notice on the CVL IM:

- (a) where the CVL IM fails to comply with its obligations under paragraph 2.5.3;
- (b) where the CVL IM Event of Default specified in paragraph 1.3(a) has occurred and is continuing; or
- (c) where the CVL IM Event of Default specified in a Suspension Notice served by the Train Operator is not capable of being remedied and 3 months have elapsed from the service of that Suspension Notice.

3.3 **Contents of Termination Notice**

A Termination Notice shall specify:

- (a) the nature of the relevant Event of Default;
- (b) a date and time, which shall be reasonable in the circumstances, at which termination is to take effect; and
- (c) whether the party serving the Termination Notice reasonably considers that the Event of Default is capable of remedy, and where the relevant Event of Default is capable of remedy:
 - (i) the steps which the party serving the Termination Notice believes are reasonably required to remedy the Event of Default; and
 - (ii) a reasonable grace period within which such steps may be taken (where the Event of Default is a failure of the Train Operator to pay Track Charges or other amounts due, 7 days is a reasonable grace period).

3.4 ***Effect of Termination Notice***

Where the CVL IM or the Train Operator has served a Termination Notice on the other:

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

3.5 ***Unilateral right of termination***

The Train Operator may at any time serve a notice on the CVL IM to terminate this contract (a "**unilateral termination notice**"). In such circumstances, the Train Operator shall send a copy of the unilateral termination notice to ORR.

3.6 ***Contents of unilateral termination notice***

The unilateral termination notice shall specify a date and time on which termination of this contract is to take effect (which shall not be earlier than 12 months from the date on which the unilateral termination notice is served on the CVL IM).

3.7 ***Effect of unilateral termination notice***

Where the Train Operator has served a unilateral termination notice on the CVL IM:

- (a) the service of the unilateral termination notice shall not affect the parties' continuing obligations under this contract up to the date of termination specified in the unilateral termination notice; and
- (b) the contract shall terminate under Clause 3.5 on the later of:
 - (i) the date and time specified in the unilateral termination notice; and
 - (ii) the date upon which a copy of the unilateral termination notice is sent to ORR.

4. ***Consequence of termination***

4.1 ***Directions regarding location of Specified Equipment***

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

4.2 ***Failure to comply with directions***

If the Train Operator fails to comply with any directions given under paragraph 4.1, the CVL IM shall be entitled to remove from the CVL or Stable any Specified Equipment left on the CVL or

to instruct a third party to do so and any reasonable costs incurred by the CVL IM in taking such steps shall be paid promptly by the Train Operator.

4.3 ***Evidence of costs***

The CVL IM shall provide such evidence of such costs as are referred to in paragraph 4.2 as the Train Operator shall reasonably request.

Schedule 7

(Track Charges and other payments)

1. Definitions

In this Schedule 7 unless the context otherwise requires:

"Adjustment Factor" means the factor calculated in accordance with paragraph 2.7.2;

"Attributable to the CVL IM" has the meaning attributed to it in Schedule 8 of this contract;

"Coaching Stock Miles" means, in relation to coaching stock, the Contract Miles travelled by that coaching stock;

"Coaching Stock Weight" means, in relation to coaching stock, the gross weight of that coaching stock, measured in tonnes;

"Contract Miles" means, in relation to a train, or a portion of a train, the actual distance in miles travelled by that train, or that portion of a train, on the CVL as specified in the Rights Table or as otherwise agreed by the Train Operator and the CVL IM;

"CPI" means the Consumer Prices Index (all items) whose value is published each month by the Office for National Statistics in its statistical bulletin on consumer price inflation, or:

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

"Empty Wagon Miles" means, in relation to an empty wagon, the Contract Miles travelled by that empty wagon;

"Empty Wagon Weight" means, in relation to an empty wagon, the tare weight of that wagon, measured in tonnes;

"Gross Tonne Miles" or **"gtm"** means, in respect of each locomotive, loaded wagon, empty wagon or coaching stock, the Locomotive Miles, Loaded Wagon Miles, Empty Wagon Miles or Coaching Stock Miles multiplied by the relevant Locomotive Weight, Loaded Wagon Weight, Empty Wagon Weight or Coaching Stock Weight respectively;

"Indexed Figures" means the CVL IM Cap, the CVL IM Payment Rate, the Cancellation Sum, the VUC Default Rate, the Disruption Sum, the Enhanced Planned Disruption Sum, the Incident Cap Access Charge Supplement Rate, the Late Notice Cancellation Sum, the Normal Planned Disruption Sum, the Prolonged Disruption Amount, the Service Variation Sum, the Train Operator Cap and the Train Operator Payment Rate;

"Initial Indexation Factor" is derived from the following formula:

$$IIF = \left(1 + \frac{CPI_{2018} - CPI_{2017}}{CPI_{2017}}\right)^2$$

where:

IIF means the Initial Indexation Factor;

CPI₂₀₁₇ means the average value of the monthly CPI figures for the 12 months up to and including the month of December 2017; and

CPI₂₀₁₈ means the average value of the monthly CPI figures for the 12 months up to and including the month of December 2018.

The value derived from this formula shall be rounded to three decimal places;

"kgtm" means 1000 Gross Tonne Miles;

"Loaded Wagon Miles" means, in relation to a loaded wagon, the Contract Miles travelled by that loaded wagon;

"Loaded Wagon Weight" means, in relation to a loaded wagon, the gross weight of that loaded wagon, measured in tonnes;

"Locomotive Miles" means, in relation to a locomotive, the Contract Miles travelled by that locomotive;

"Locomotive Weight" means, in relation to a locomotive, the gross weight of that locomotive, measured in tonnes;

"New Registered Equipment" means a type of railway vehicle or vehicle commodity combination not incorporated in the section of the Track Usage Price List entitled "Freight Variable Usage Charge rates";

"Phased in Charges Indexation Adjustment" has the meaning ascribed to it in paragraph 2.7.3;

"Relevant Year" means a year commencing at 00:00 hours on 1 April and ending at 23:59 hours on the following 31 March;

"Relevant Year t" means the Financial Year for the purposes of which any calculation falls to be made;

"Relevant Year t-1" means the Financial Year preceding Relevant Year t, and similar expressions shall be construed accordingly;

"Track Charges" means the Variable Charge calculated in accordance with paragraph 4;

"Track Usage Price List" means the document entitled "Track Usage Price List" published by Network Rail on or about 20 December 2018 which, for the purposes of this contract, shall be deemed to incorporate any supplements to that document consented to or determined pursuant to paragraph 4.10 of Schedule 7 of this contract;

"Train Mile" means, in relation to a train, or a portion of a train, a mile travelled by that train, or that portion of a train, on the CVL;

"Variable Charge" means the charge that varies according to kgtm and is calculated in accordance with the formula set out in paragraph 4.1, summed across all Services;

"VUC Default Period" means the period from the later of:

- (a) the date on which the New Registered Equipment is first used on the CVL by the Train Operator; or
- (b) 1 April 2019,

until the date on which ORR consents to or determines a supplement to the Track Usage Price List under paragraph 4.10 in respect of that New Registered Equipment;

"VUC Default Rate" means, in respect of any New Registered Equipment used on the CVL by the Train Operator, the corresponding freight default rate for that type of vehicle (locomotive, empty wagon or loaded wagon) set out in the section of the Track Usage Price List entitled "Freight Variable Usage Charge default rates" and, being an Indexed Figure, adjusted in accordance with paragraphs 2.7.1 and 2.7.2; and

"VUC Rate" means, in respect of each locomotive type, empty wagon type, loaded wagon type and coaching stock type used in respect of each Service, the rate per kgtm which shall be:

- (a) in respect of the Relevant Year commencing on 1 April 2019 the total of the amount set out in the Track Usage Price List relating to the freight variable usage charge rate for the corresponding vehicle type and commodity for that year, multiplied by the Phased in Charges Indexation Adjustment calculated in accordance with paragraph 2.7.3(a); and
- (b) in respect of any other Relevant Year t, the total of the amount set out in the Track Usage Price List relating to the freight variable usage charge rate for the corresponding vehicle type and commodity for that year multiplied by the Phased in Charges Indexation Adjustment for that year calculated in accordance with paragraph 2.7.3(b).

2. Track Charges and invoices

2.1 *Obligation on Train Operator to pay*

2.1.1 In respect of each Charging Period, the Train Operator shall pay or procure payment of:

- (a) the Track Charges; and
- (b) where the Network Rail TAC (Freight Services) does not apply pursuant to paragraph 1A of Schedule 8, the Incident Cap Access Charge Supplement,

to the CVL IM or its nominee. The charges will be rounded to the nearest penny. Where a calculation ends up exactly half way between whole numbers it will be adjusted upward.

2.1.2 No Track Charges shall be payable by the Train Operator in respect of a Train Slot when the train has not reached its Planned Destination for a reason which:

- (a) is Attributable to Network Rail (as defined in the Network Rail TAC (Freight Services)) insofar as it relates to the CVL, where the Network Rail TAC (Freight Services) applies pursuant to paragraph 1A of Schedule 8; or
- (b) is Attributable to the CVL IM, where the Network Rail TAC (Freight Services) does not apply pursuant to paragraph 1A of Schedule 8.

2.1.3 The CVL IM or its nominee shall issue to the Train Operator an invoice as soon as practicable, or as otherwise agreed, following the expiry of each Charging Period in respect of the Track Charges and Incident Cap Access Charge Supplement (if applicable) which are payable in respect of that Charging Period.

2.2 ***Not used.***

2.3 ***Not used.***

2.4 ***Not used.***

2.5 ***Not used.***

2.6 ***Incident Cap Access Charge Supplement***

The Incident Cap Access Charge Supplement shall be calculated in accordance with the following formula:

$$\text{Incident Cap Access Charge Supplement} = \text{CMCP} \times \text{ICACSR}$$

where:

CMCP means the sum of the Contract Miles operated in a Charging Period; and

ICACSR means the Incident Cap Access Charge Supplement Rate.

2.7 **Price variation**

2.7.1 For each Relevant Year commencing on and from 1 April 2019, the Indexed Figures shall be adjusted in accordance with paragraph 2.7.2.

2.7.2

(a) For the Relevant Year commencing on and from 1 April 2019, the Indexed Figures shall be adjusted as at 1 April 2019 by multiplying them by the Initial Indexation Factor.

(b) For the Relevant Year commencing on and from 1 April 2020, and for each subsequent Relevant Year, the adjusted Indexed Figures from the preceding Relevant Year shall be further adjusted as at the applicable 1 April by multiplying them by the Adjustment Factor for the Relevant Year in question (rounded to three decimal places).

For the purposes of this paragraph 2.7.2(b), the Adjustment Factor in respect of a Relevant Year shall be calculated in accordance with the following formula:

$$\text{Adjustment Factor} = 1 + \frac{(\text{CPI}_{t-1} - \text{CPI}_{t-2})}{\text{CPI}_{t-2}}$$

where:

CPI_{t-1} means the average value of the monthly CPI figures for the 12 months up to and including the month of December immediately preceding 1 April in the Relevant Year in question; and

CPI_{t-2} means the average value of the monthly CPI figures for the 12 months up to and including the month of December which falls 16 months before 1 April in the Relevant Year in question.

(c) If this contract takes effect after 1 April 2019, the Indexed Figures shall be adjusted in accordance with paragraphs 2.7.2(a) and (b) as if this contract had been in effect on and from 1 April 2019.

2.7.3 The Phased in Charges Indexation Adjustment shall be derived:

(a) in respect of the Relevant Year commencing on 1 April 2019, from the following formula:

$$\text{PCIA}_{2019} = \text{Initial Indexation Factor}$$

where:

PCIA_{2019} means the Phased in Charges Indexation Adjustment in respect of the Relevant Year commencing on 1 April 2019; and

(b) in respect of any Relevant Year t commencing on or after 1 April 2020, from the following formula:

$$PCIA_t = \left(1 + \frac{(CPI_{t-1} - CPI_{2018})}{CPI_{2018}}\right) \cdot \text{Initial Indexation Factor}$$

where:

$PCIA_t$ means the Phased in Charges Indexation Adjustment in respect of the Relevant Year t ;

CPI_{t-1} has the same meaning as set out in paragraph 2.7.2 above;

CPI_{2018} means the average value of the monthly CPI figures for the 12 months up to and including the month of December 2018.

The value derived from this formula shall be rounded to three decimal places.

3. Freight charging review

3.1 The Track Charges will be reviewed and adjusted by the CVL IM on 1 April 2024 and thereafter reviewed and adjusted on a five-yearly basis and the parties acknowledge and agree that such review and adjustment shall:

- (a) comply with relevant applicable law; and
- (b) be consistent with the charging framework published by ORR in respect of the CVL.

4. Track Charges

4.1 The Variable Charge in respect of each Service in each Charging Period shall be calculated in accordance with the following formula:

$$\text{Variable Charge} = 1 + 2 + 3 + 4 + 5 + 6 + 7 + 8 + 9$$

where:

1 means, in respect of each locomotive, the VUC Rate, expressed in pounds sterling per 1000 Gross Tonne Mile and rounded to four decimal places, for the relevant locomotive type multiplied by the kg_{tm} for that locomotive type relating to the relevant Service;

2 means, in respect of each empty wagon, the VUC Rate, expressed in pounds sterling per 1000 Gross Tonne Mile and rounded to four decimal places, for the relevant empty wagon type multiplied by the kg_{tm} for that empty wagon type relating to the relevant Service;

3 means, in respect of each loaded wagon, the VUC Rate, expressed in pounds sterling per 1000 Gross Tonne Mile and rounded to four decimal places, for the relevant loaded wagon type multiplied by the kg_{tm} for that loaded wagon type relating to the relevant Service;

4 means, in respect of each unit of coaching stock, the VUC Rate, expressed in pounds sterling per 1000 Gross Tonne Mile and rounded to four decimal places, for the relevant coaching stock type multiplied by the kg_{tm} for that coaching stock type relating to the relevant Service;

5 has a value of zero;

6 has a value of zero;

7 has a value of zero;

8 has a value of zero; and

9 means, in respect of New Registered Equipment during the VUC Default Period, the VUC Default Rate, expressed in pounds sterling per 1000 Gross Tonne Mile and rounded to four

decimal places, multiplied by the kg/m for that New Registered Equipment relating to the relevant Service.

Bilateral supplements to the Track Usage Price List

- 4.2 Where the Train Operator intends to use New Registered Equipment on the CVL, it shall where reasonably practicable inform the CVL IM in writing of the date or likely date from which it intends to do so.
- 4.3 No supplement to the Track Usage Price List shall have effect under this contract unless it has been:
- (a) agreed between the parties and ORR has consented to it; or
 - (b) determined by ORR.
- 4.4 Either the Train Operator or the CVL IM shall be entitled to propose that a supplemental agreement be agreed between the Train Operator and the CVL IM to incorporate into this contract any supplement to the Track Usage Price List as necessary to include a new vehicle type and corresponding rate.
- 4.5 Any proposal of a kind referred to in paragraph 4.4 shall be made by notice to the other party and shall be accompanied by a specification of the proposal in reasonable detail and the reasons for it. The parties shall thereafter seek to agree in good faith the necessary supplement to the list in question.
- 4.6 Either party may request from the other such information that it reasonably requires in connection with the proposal and the party from whom the information was requested shall use reasonable endeavours to provide this information promptly.
- 4.7 Where the parties agree to incorporate into this contract a supplement to the Track Usage Price List following a proposal under paragraph 4.4, they shall request ORR's consent to such supplement and provide such information as ORR reasonably requires in order to decide whether to give its consent.
- 4.8 If the parties fail to reach agreement within 45 days of the date of the notice given under paragraph 4.5, at any point thereafter either party shall be entitled to refer the matter to ORR for determination.
- 4.9 Following a reference to ORR under paragraph 4.8, the parties shall, within such timescales as ORR may reasonably specify, furnish ORR with such information and evidence as ORR shall reasonably require to determine the matter. If a party fails to furnish such information and evidence within the specified timescale, ORR shall be entitled to determine the matter without that information and evidence and the party in default shall have no grounds for complaint in that respect.
- 4.10 ORR may:
- (a) consent to any supplement that is agreed by the parties and submitted to it under paragraph 4.7, or following consultation with the parties, determine that a different supplement should apply; or
 - (b) following a referral to ORR under paragraph 4.8, determine the supplement that should apply.
- 4.11 In the case of a supplement to the Track Usage Price List, the supplement shall have retrospective effect from the first day of the VUC Default Period.
- 4.12 Following ORR's consent or determination under paragraph 4.10:

- (a) the CVL IM shall apply the supplement from the date in accordance with paragraph 4.11 above; and
 - (b) the CVL IM or its nominee shall within 28 days of the date of ORR's consent or determination:
 - (i) issue any adjusting invoice or credit note to the Train Operator. In the case of a supplement to the Track Usage Price List, this will reflect the difference between:
 - (A) the total amount paid by the Train Operator during the VUC Default Period under item '9' of the formula in paragraph 4.1; and
 - (B) the amount the Train Operator would have paid during this period under items '1' to '4' of the formula in paragraph 4.1 had the supplement been in place when the Train Operator first used the relevant railway vehicle on the CVL; and
 - (ii) publish on its website details of the supplement alongside the details of any other such supplements to which ORR has consented or determined pursuant to this Contract or consented to or determined prior to the Transfer Date pursuant to or any other track access contract to which Network Rail is a party.
- 4.13 Any supplement to the Track Usage Price List ORR has consented to or determined pursuant to this contract or consented to or determined prior to the Transfer Date pursuant to a freight track access contract held or previously held by the Train Operator shall also apply to this contract.

Schedule 8

(Performance regime)

1A. Single star model

Explanatory Note

- A. *Where there is a Network Rail TAC (Freight Services), the performance regime for the CVL will be administered by Network Rail through (and as part of) Schedule 8 of the Network Rail TAC (Freight Services).*
- B. *The CVL will be considered to be part of the Network Rail network for the purposes of Schedule 8 of the Network Rail TAC (Freight Services) and the performance regime of the CVL so that after the Transfer Date the delay attribution on the CVL shall remain broadly consistent with the delay attribution prior to the Transfer Date.*
- C. *On or around the date of this contract, the CVL IM and Network Rail will enter into a bilateral agreement which will attribute performance matters, as appropriate, between the CVL IM and Network Rail.*
- D. *This explanatory note does not form part of this contract.*

The parties acknowledge and agree that a bilateral agreement between the CVL IM and Network Rail will attribute performance matters between the CVL IM and Network Rail. Notwithstanding any other provision of this contract, the parties acknowledge and agree that for so long as there is a Network Rail TAC (Freight Services) then:

- (a) paragraph 1, paragraphs 2 to 11 and Appendices 1 to 3 of this Schedule 8 shall have no effect and shall not create any obligations, responsibilities or liabilities upon either of the parties;
- (b) the provisions of Schedule 8 of the Network Rail TAC (Freight Services) will apply as the performance regime for the purposes of this contract insofar as such provisions relate to the CVL, such that:
 - (i) Network Rail will carry out delay attribution pursuant to Schedule 8 of the Network Rail TAC (Freight Services);
 - (ii) all payments relating to the performance regime on the CVL shall be calculated pursuant to Schedule 8 of the Network Rail TAC (Freight Services) and all amounts due shall be payable between the Train Operator and Network Rail pursuant to Schedule 8 of the Network Rail TAC (Freight Services);
 - (iii) no invoice and/or credit note issued by Network Rail under the Network Rail TAC (Freight Services) shall be considered to be an invoice and/or credit note issued under this contract;
 - (iv) no payments due or rights of set-off under Schedule 8 of the Network Rail TAC (Freight Services) shall be considered to be amounts payable or to be set off under this contract;
 - (v) any dispute that arises (including in respect of a failure to pay) pursuant to the terms of Schedule 8 of the Network Rail TAC (Freight Services) shall be a dispute under the terms of the Network Rail TAC (Freight Services) although the CVL IM can participate in disputes and the Train Operator shall not object to the CVL IM participating in such dispute;

(vi) any failure by the Train Operator to make undisputed payments to Network Rail payable in respect of the CVL pursuant to Schedule 8 of the Network Rail TAC (Freight Services) shall be a breach of this contract save that the Train Operator shall not be liable more than once for a loss under this contract and under the Network Rail TAC (Freight Services); and

(vii) where the Network Rail TAC (Freight Services):

- A. does apply pursuant to this paragraph 1A of Schedule 8, any reference to Schedule 8 in this contract (save for this paragraph 1A, references to this paragraph 1A in this contract and paragraphs 5.1(b)(i) and 7.1(a) of Schedule 4) shall be construed, mutatis mutandis, as a reference to Schedule 8 of the Network Rail TAC (Freight Services); and
- B. does not apply pursuant to paragraph 1A of Schedule 8, any reference to Schedule 8 in this contract shall be construed as references to paragraphs 1, 2 to 11 and Appendices 1 to 3 of this Schedule 8.

1. Definitions

In this Schedule 8 unless the context otherwise requires:

"100 Train Operator Miles" means the distance travelled by the Services operated by the Train Operator on the CVL in any Charging Period as recorded in the CVL IM's billing systems (unless there is a manifest error in such figure), divided by 100;

"30% Exposure" has the meaning ascribed to it in paragraph 11.1.1;

"Adjusted MDCVL" has the meaning ascribed to it in paragraph 6.2.1;

"Adjusted MDTO" has the meaning ascribed to it in paragraph 4.2.1;

"Adjustment Fraction" means the number of Charging Periods or parts of a Charging Period in the first or final Financial Year, divided by 13;

"Aggregate Net Liability" has the meaning ascribed to it in paragraph 9.1.7;

"Annual Contract Mileage" has the meaning ascribed to it in paragraph 10.2.2(a);

"Annual Contract Mileage Variation" has the meaning ascribed to it in paragraph 10.2.2(b);

"Attributable to both the Train Operator and the CVL IM" means, in respect of any delay to or cancellation of a Service or a Third Party Train, a delay or cancellation in relation to which the parties have agreed or it is otherwise determined, having regard to the guidance on allocation of responsibility for incidents set out in the Delay Attribution Principles and Rules, that both the Train Operator and the CVL IM are to be jointly responsible (in which case the delay or cancellation shall not fall within the definitions of "Attributable to the Train Operator" or "Attributable to the CVL IM ");

"Attributable to the CVL IM" means, in respect of any delay to or cancellation of a Service or any other matter:

- (a) any delay or cancellation or other matter, occurring on the CVL, which is not Attributable to the Train Operator;
- (b) any delay to, or cancellation of, a Restriction of Use, which is not Attributable to the Train Operator;

- (c) that portion of any such delay to or cancellation of a Service that would otherwise be Attributable to both the Train Operator and the CVL IM, but which the parties agree, or it is otherwise determined, is Attributable to the CVL IM; or
- (d) any delay or cancellation occurring on or off the CVL, caused by an Other Train Operator Train on the CVL,

and which excludes any such delay to or cancellation of a Service or any other matter arising as a result of a Planned Incident, in all cases having regard to the guidance on allocation of responsibility for incidents set out in the Delay Attribution Principles and Rules;

"Attributable to the Train Operator" means:

- (a) in respect of any delay to or cancellation of a Service, any such delay or cancellation arising as a result of:
 - (i) any acts or omissions of the Train Operator's staff or its agents, contractors or sub-contractors;
 - (ii) any Train Operator Omission;
 - (iii) any failure or defect in the Specified Equipment relating to a Service (including where the CVL IM shall have refused to permit the Service to move over the CVL because the contents of the railway wagons have escaped, or there is pollution arising from the operation of such railway wagons);
 - (iv) any improperly loaded railway wagons which form the whole or part of any Service;
 - (v) any Service not being promptly accepted off the CVL at a Destination or Intermediate Point for reasons not caused by the CVL IM (in its capacity as operator of the CVL), its agents, contractors or sub-contractors (acting as agent, contractor or sub-contractor for the CVL IM in its capacity as operator of the CVL) (other than the Train Operator);
 - (vi) any failures or delays arising off the CVL, other than those which are caused by the CVL IM (in its capacity as operator of the CVL), its agents, contractors or sub-contractors (acting as agent, contractor or sub-contractor for the CVL IM in its capacity as operator of the CVL) (other than the Train Operator); or
 - (vii) that portion of any such delay to or cancellation of a Service that would otherwise be Attributable to both the Train Operator and the CVL IM, but which the parties agree or it is otherwise determined is Attributable to the Train Operator;
- (b) in respect of any delay to or cancellation of a Third Party Train, or of a Restriction of Use, any such delay or cancellation arising as a result of:
 - (i) any delay to or cancellation of a Service Attributable to the Train Operator;
 - (ii) any Train Operator Omission; or
 - (iii) that portion of any such delay to, or cancellation of, a Service that would otherwise be Attributable to both the Train Operator and the CVL IM, but which the parties agree or it is otherwise determined is Attributable to the Train Operator,

in all cases:

- (aa) having regard to the guidance on allocation of responsibility for incidents set out in the Delay Attribution Principles and Rules; and
- (bb) ignoring any delay or cancellation under paragraph (d) of the definition of "Attributable to the CVL IM";

"Baseline Annual Contract Mileage" has the meaning ascribed to it in paragraph 10.2.2(b);

"Benchmarks" means the Train Operator Benchmark and the CVL IM Benchmark;

"Cancellation" has the meaning ascribed to it in paragraph 8.1;

"Cancellation Threshold" has the meaning ascribed to it in Appendix 1;

"Contract Miles" has the meaning ascribed to it in Schedule 7;

"CVL IM Benchmark" or **"CB"** means, in relation to each Charging Period within the relevant Financial Year, the CVL IM Benchmark in Minutes Delay per 100 Train Operator Miles specified in Appendix 1;

"CVL IM Cap" means the CVL IM Cap specified in Appendix 1 and in respect of the first and last Financial Year means the CVL IM Cap specified in Appendix 1 multiplied by the Adjustment Fraction, as adjusted under paragraphs 2.7.1 and 2.7.2 of Schedule 7 and paragraph 10.2 of this Schedule 8, expressed in pounds sterling and rounded to zero decimal places;

"CVL IM Charging Period Limit" means 1/13th of the CVL IM Cap;

"CVL IM Payment Rate" means the CVL IM Payment Rate specified in Appendix 1, as adjusted under paragraphs 2.7.1 and 2.7.2 of Schedule 7;

"CVL Railway Operational Code" has the meaning ascribed to it in Part H of the CVL Network Code;

"Disruption Sum" means the Disruption Sum specified in Appendix 1, as adjusted under paragraphs 2.7.1 and 2.7.2 of Schedule 7, expressed in pounds sterling and rounded to zero decimal places;

"Empty Third Party Train" means any empty passenger train or any Ancillary Movement;

"Enhanced Planned Disruption Sum" has the meaning ascribed to it in Schedule 4;

"Exposure Level" has the meaning ascribed to it in paragraph 11.1.1;

"Financial Year t" means the Financial Year for the purposes of which any calculation falls to be made;

"Financial Year t-1" means the Financial Year preceding Financial Year t;

"Financial Year t+1" has the meaning ascribed to it in paragraph 10.2.2;

"Full Cancellation" means, in relation to a Third Party Train, a cancellation of a train resulting in the train not operating at all;

"Incident Cap" in respect of each Financial Year, means the Incident Cap selected by the Train Operator in accordance with paragraph 11.1;

"Incident Cap Notice" has the meaning ascribed to it in paragraph 11.1.2;

"Initial Incident Cap Notice" has the meaning ascribed to it in paragraph 11.1.1;

"Late Notice Cancellation" means any Service which, pursuant to paragraph 5.6.1 of Schedule 4, is treated as a Cancellation for the purposes of paragraph 8.1(d);

"Late Notice Cancellation Sum" means the Late Notice Cancellation Sum specified in Appendix 1, as adjusted under paragraphs 2.7.1 and 2.7.2 of Schedule 7, expressed in pounds sterling and rounded to zero decimal places;

"MDCVL" has the meaning ascribed to it in paragraph 6.2.1(b);

"MDTO" has the meaning ascribed to it in paragraph 4.2.1(b);

"Minutes Delay" means, in respect of a Trigger of a Recording Point, the number of minutes delay in respect of that Trigger calculated in accordance with Appendix 2;

"Normal Planned Disruption Sum" has the meaning ascribed to it in Schedule 4;

"Other Train Operator Train" means any train operated pursuant to a permission to use granted to the Train Operator by an agreement other than this contract;

"Part Cancellation" means, in relation to a Third Party Train, a cancellation of a train resulting in the train either not commencing at its Origin or not arriving at its Destination;

"Performance Data Accuracy Code" has the meaning ascribed to it in Part B of the CVL Network Code;

"Performance Sum" means an amount for which the Train Operator or the CVL IM is liable under one of paragraphs 4 and 6 following a Charging Period in relation to Minutes Delay in that Charging Period and the preceding Charging Periods, as adjusted in accordance with paragraph 10;

"Planned Incident" means an incident in connection with a Restriction of Use to the extent that there is Recovery Time in respect of that Restriction of Use incorporated in the Working Timetable;

"Prolonged Disruption" means the operation of Services in accordance with the Working Timetable on any part of the CVL (for which there is no reasonably practicable diversionary route) being prevented for more than one Week as a result of any event or circumstance Attributable to the CVL IM, but excluding from such events and circumstances Restrictions of Use, strikes, any kind of industrial action (on the part of any person) and the direct effects of the weather;

"Prolonged Disruption Amount" means the Prolonged Disruption Amount specified in Appendix 1, as adjusted under paragraphs 2.7.1 and 2.7.2 of Schedule 7, expressed in pounds sterling and rounded to zero decimal places;

"Prolonged Disruption Sum" means the Prolonged Disruption Sum calculated in accordance with paragraph 7;

"Recording Point" means a location at which the CVL IM records the times at which trains arrive at, pass or depart from that location;

"Recovery Time" means additional time incorporated in the Working Timetable to allow a train to regain time lost in delay during an earlier part of its journey;

"Service Variation" has the meaning ascribed to it in Schedule 4;

"Third Party Train" means a train other than a train operated by the Train Operator under this contract;

"Train Operator Benchmark" or "TOB" means the Train Operator Benchmark in Minutes Delay per 100 Train Operator Miles in relation to each Charging Period, as specified in Appendix 1;

"Train Operator Cap" means the Train Operator Cap specified in Appendix 1 and in respect of the first and last Financial Year means the Train Operator Cap specified in Appendix 1 multiplied by the Adjustment Fraction, as adjusted under paragraphs 2.7.1 and 2.7.2 of Schedule 7 and paragraph 10.2 of this Schedule 8, expressed in pounds sterling and rounded to zero decimal places;

"Train Operator Charging Period Limit" means 1/13th of the Train Operator Cap;

"Train Operator Payment Rate" means the Train Operator Payment Rate specified in Appendix 1, as adjusted under paragraphs 2.7.1 and 2.7.2 of Schedule 7; and

"Train Operator Omission" means any failure of or defect in or damage to the CVL (excluding fair wear and tear) arising from:

- (a) the improper operation of trains under this contract;
- (b) a breach of the Train Operator's Safety Obligations or of the terms of this contract; or
- (c) any act or omission of the Train Operator's staff or agents, contractors or sub-contractors in breach of this contract; and

"Trigger" means the act of a train arriving at, passing or departing from a Recording Point.

"Zero Exposure" has the meaning ascribed to it in paragraph 11.1.1.

2. **General**

2.1 ***Performance monitoring system recordings***

For the purposes of this Schedule 8, the CVL IM shall use recordings made using the Performance Monitoring System, including the times at which Services and Third Party Trains Trigger a Recording Point. In respect of Services only, and where appropriate, the CVL IM may require the Train Operator to make the relevant entry to record such times on the Performance Monitoring System. The CVL IM and the Train Operator shall each comply with and be bound by the Performance Data Accuracy Code, and the provisions of the Performance Data Accuracy Code shall apply to this Schedule 8.

2.2 ***Liability for Short Notice Service***

The CVL IM shall, notwithstanding that it shall have accepted a Train Operator Variation Request for a Train Slot which is a Short Notice Service, have no liability under any provision of this Schedule 8 to the Train Operator in respect of delays to any Short Notice Service where such delay arises as a result of the CVL IM meeting its commitments in terms of train regulation as set out in any relevant Train Regulation Policies established pursuant to the CVL Railway Operational Code.

2.3 ***Mitigation of delays***

The parties shall take reasonable steps to avoid and mitigate the effects of any incidents which cause delay to or cancellation of any trains, and any failure to take such steps shall be regarded as a separate incident.

2.4 ***Calculation of Minutes Delay***

Appendix 2 (Calculation of Minutes Delay) shall have effect.

3. **Diagnosis of delays**

3.1 ***Attributing delays***

The CVL IM shall, using the information recorded under paragraph 2.1, identify whether each minute of delay included in Minutes Delay in respect of a Service or Third Party Train is:

- (a) Attributable to the Train Operator;
- (b) Attributable to the CVL IM; or
- (c) Attributable to both the Train Operator and the CVL IM.

3.2 ***Delays Attributable to both the Train Operator and the CVL IM***

If a delay is Attributable to both the Train Operator and the CVL IM, the associated Minutes Delay shall be allocated equally to the Train Operator and to the CVL IM.

3.3 ***Unexplained delays Attributable to the CVL IM***

If the cause of the delay to or cancellation of a Service which occurs on the CVL cannot be explained, the responsibility for such delay or cancellation shall be deemed to be Attributable to the CVL IM.

3.4 ***Unexplained delays Attributable to the Train Operator***

If the cause of the delay to or cancellation of a Service which occurs off the CVL cannot be explained, the responsibility for such delay or cancellation shall be deemed to be Attributable to the Train Operator.

3.5 ***Identifying delaying incidents***

The parties shall co-operate with each other by providing all such information to one another as is reasonably practicable regarding the identification of the incidents which cause delay to or cancellation of any Service or Third Party Train.

3.6 ***Performance statements***

Appendix 3 (Performance statements) shall have effect.

4. **Minutes Delay in respect of Train Operator performance**

4.1 ***Prescribed delay period***

4.1.1 For the purposes of this paragraph 4, the aggregate Minutes Delay to Third Party Trains Attributable to the Train Operator arising as a result of any one incident or event shall be capped as follows:

- (a) where the Train Operator has elected to have no exposure above the Incident Cap in accordance with paragraph 11, any such minutes in excess of the Incident Cap shall be disregarded; or
- (b) where the Train Operator has elected to have 30% exposure above the Incident Cap in accordance with paragraph 11, 70% of such minutes in excess of the Incident Cap shall be disregarded.

4.1.2 Any Full Cancellation of a Third Party Train (other than an Empty Third Party Train) which is Attributable to the Train Operator shall equate to 30 Minutes Delay and any Part Cancellation

of a Third Party Train (other than an Empty Third Party Train) which is Attributable to the Train Operator shall equate to 15 Minutes Delay.

4.2 Train Operator performance against TOB

4.2.1 In respect of each Charging Period:

- (a) the Minutes Delay to Third Party Trains which are Attributable to the Train Operator; and
- (b) that portion of Minutes Delay to Third Party Trains which are Attributable to both the Train Operator and the CVL IM which is allocated to the Train Operator (the aggregate Minutes Delay under (a) and (b) being referred to as "**MDTO**"),

in each case as adjusted in accordance with paragraph 4.1, shall be converted into a per 100 Train Operator Miles figure (the "**Adjusted MDTO**") using the formula below:

$$\text{Adjusted MDTO} = \frac{\text{MDTO}}{100 \text{ Train Operator Miles}}$$

4.2.2 The Adjusted MDTO calculated in accordance with paragraph 4.2.1 shall then be compared with the TOB and:

- (a) if the Adjusted MDTO is less than TOB, the CVL IM shall be liable to the Train Operator for a Performance Sum equal to:

$$\left((TOB - \text{the Adjusted MDTO}) \times \text{Train Operator Payment Rate} \right) \times \left(\frac{CPCM}{100} \right)$$

where:

CPCM means the total number of Contract Miles operated by the Train Operator on the CVL in the relevant Charging Period;

- (b) if the Adjusted MDTO exceeds TOB, the Train Operator shall be liable to the CVL IM for a Performance Sum equal to:

$$\left((\text{the Adjusted MDTO} - TOB) \times \text{Train Operator Payment Rate} \times \left(\frac{CPCM}{100} \right) \right)$$

where CPCM has the meaning ascribed to it in paragraph 4.2.2(a); and

- (c) if the Adjusted MDTO is equal to TOB, neither party shall be liable to the other for a Performance Sum under this paragraph 4.2.

5. Cancellations of or delays to Restrictions of Use Attributable to the Train Operator

If a Restriction of Use is cancelled or the commencement of a Restriction of Use is delayed, in either case for a reason Attributable to the Train Operator, then, in respect of the cancellation of or delay to such Restriction of Use, the Train Operator shall be liable to pay the CVL IM a sum equal to:

- (a) in the case of a cancellation of a Restriction of Use, the Disruption Sum; or
- (b) in the case of a delay to the commencement of a Restriction of Use, one quarter of the Disruption Sum multiplied by the number of hours by which the commencement is delayed, up to a maximum of 4 hours. For the purposes of this paragraph 5(b) part of an hour shall be treated as an entire hour.

6. Minutes Delay in respect of the CVL IM performance

6.1 **Cancellations**

For the purposes of this paragraph 6, in respect of any Service which is a Cancellation:

- (a) if the Service is a Cancellation as defined in paragraph 8.1(a), there shall not be any Minutes Delay in respect of the Service Attributable to the CVL IM;
- (b) if the Service is a Cancellation as defined in paragraph 8.1(b), there shall be disregarded any Minutes Delay in respect of the Service after the first 12 hours aggregate of Minutes Delay; and
- (c) if the Service is a Cancellation as defined in paragraph 8.1(c), there shall be disregarded any Minutes Delay in respect of the Service after the time at which the Service arrives at the point on or off the CVL where it subsequently becomes a Cancellation.

6.2 **The CVL IM performance against CB**

In respect of each Charging Period:

6.2.1

- (a) the Minutes Delay to Services which are Attributable to the CVL IM; and
- (b) that portion of Minutes Delay to Services which are Attributable to both the Train Operator and the CVL IM which is allocated to the CVL IM (the aggregate Minutes Delay under (a) and (b) being referred to as "**MDCVL**"),

in each case as adjusted in accordance with paragraph 6.1, shall be converted into a per 100 Train Operator Miles figure (the "**Adjusted MDCVL**") using the following formula:

$$\text{Adjusted MDCVL} = \frac{\text{MDCVL}}{100 \text{ Train Operator Miles}}$$

6.2.2 the Adjusted MDCVL calculated in accordance with paragraph 6.2.1 shall then be compared with the CB and:

- (a) if the Adjusted MDCVL is less than CB, the Train Operator shall be liable to the CVL IM for a Performance Sum equal to:

$$\left((CB - \text{the Adjusted MDCVL}) \times \text{CVL IM Payment Rate} \right) \times \left(\frac{\text{CPCM}}{100} \right)$$

where:

CPCM means the total number of Contract Miles operated by the Train Operator on the CVL in the relevant Charging Period;

- (b) if the Adjusted MDCVL exceeds CB, the CVL IM shall be liable to the Train Operator for a Performance Sum equal to:

$$\left((\text{the Adjusted MDCVL} - CB) \times \text{CVL IM Payment Rate} \right) \times \left(\frac{\text{CPCM}}{100} \right)$$

where CPCM has the meaning ascribed to it in paragraph 6.2.2(a); and

- (c) if the Adjusted MDCVL is equal to CB, neither party shall be liable to the other for a Performance Sum under this paragraph 6.2.

7. **Prolonged Disruption**

7.1 **Prolonged Disruption Sum calculation**

In respect of each Week during which any Prolonged Disruption continues, the Prolonged Disruption Sum shall be calculated in accordance with the following formula:

$$\text{Prolonged Disruption Sum} = PDA \times S \times M$$

where:

PDA is the Prolonged Disruption Amount;

S is one quarter of the number of Services operated during the 4 Weeks immediately before the first Week of the Prolonged Disruption over that part of the CVL subject to the Prolonged Disruption; and

M is the multiplier set out in the table below in respect of that Week of the Prolonged Disruption:

Week	Multiplier
Week 1	1
Week 2	1
Week 3	2
Week 4	3
Week 5 to 13	2
Week 14 to 26	1.5

7.2 **Subsequent Prolonged Disruption**

No Prolonged Disruption Sum shall be payable in respect of Week 27 or any subsequent Week of a Prolonged Disruption.

7.3 **CVL IM liability**

7.3.1 Subject to paragraph 7.3.2 below, the CVL IM shall be liable in any Charging Period for the Prolonged Disruption Sum in respect of each Prolonged Disruption of a Service Planned to depart its Origin in that Charging Period.

7.3.2 The CVL IM shall not be liable under this paragraph 7 for any Prolonged Disruption Sum in respect of any Service which is an Empty Service (save that, for the purpose of this paragraph 7, a service, pursuant to a contract with a third party, conveying empty wagons and/or coaching stock will not be an Empty Service), a Short Notice Service or an Ancillary Movement.

8. **Cancellation**

8.1 **Cancellation**

"Cancellation" means any Service:

- (a) which does not depart from its Origin within 12 hours after the time at which it is Planned to depart;
- (b) which departs from its Origin within 12 hours after the time at which it is Planned to depart and arrives at its Destination more than 12 hours after the time at which it is Planned to arrive, and in respect of which no Diverted Service has been agreed; or

- (c) which departs from its Origin within 12 hours after the time at which it is Planned to depart but does not arrive at its Destination, and in respect of which no Diverted Service has been agreed,

in each case where at least 6 hours of the delay to the Service is Attributable to the CVL IM; or

- (d) in respect of which the CVL IM:
 - (i) nominates an Alternative Train Slot for a reason which is Attributable to the CVL IM under paragraphs 4 or 5 of Schedule 4 and the Train Operator reasonably rejects such Train Slot and:
 - (A) does not propose a different Alternative Train Slot; or
 - (B) proposes a different Alternative Train Slot and this is not accommodated by the CVL IM as a Train Operator Variation; or
 - (ii) is not able to nominate an Alternative Train Slot under paragraphs 4 or 5 of Schedule 4.

8.2 ***CVL IM liability***

8.2.1 Subject to paragraphs 8.2.2, 8.2.3 and 8.3 below, and paragraphs 4.5, 5.6 and 7.4 of Schedule 4, the CVL IM shall be liable in any Charging Period for the Cancellation Sum in respect of each Cancellation of a Service Planned to depart its Origin in that Charging Period.

8.2.2 The CVL IM shall not be liable under this paragraph 8 for any Cancellation Sum in respect of:

- (a) an Empty Service (save that, for the purpose of this paragraph 8, a service, pursuant to a contract with a third party, conveying empty wagons and/or coaching stock will not be an Empty Service), a Short Notice Service or an Ancillary Movement; or
- (b) any Service which is Planned to depart its Origin during a Week in respect of which a Prolonged Disruption Sum is payable and which is a Cancellation as a result of such Prolonged Disruption.

8.2.3 In respect of any Cancellation which is a Late Notice Cancellation, the CVL IM shall not be liable for the Cancellation Sum in respect of that Late Notice Cancellation pursuant to paragraph 8.2.1 above but shall instead be liable for the Late Notice Cancellation Sum in respect of that Late Notice Cancellation.

8.3 ***Late presentation of Service***

The CVL IM shall have no liability to the Train Operator under the terms of this Schedule 8 where a Service is presented to the CVL IM after the time at which it is Planned to depart its Origin to the extent such late presentation leads to:

- (a) a Cancellation as a result of the CVL IM meeting its commitments in terms of train regulation as set out in any relevant Train Regulation Policies established pursuant to the CVL Railway Operational Code; or
- (b) a conflict with any restrictions on the use of the CVL contained in the Timetable Planning Rules.

9. **Payment**

9.1 ***Aggregate Net Liability of the CVL IM and the Train Operator for Performance Sums***

- 9.1.1 The Aggregate Net Liability of the CVL IM for a Performance Sum in respect of any Charging Period shall not exceed the CVL IM Charging Period Limit.
- 9.1.2 Subject to paragraph 9.1.3, if the CVL IM would otherwise be liable for a Performance Sum which exceeds the CVL IM Charging Period Limit, then the amount by which such claim exceeds the CVL IM Charging Period Limit shall be taken into account when calculating the CVL IM's Aggregate Net Liability for a Performance Sum in respect of the subsequent Charging Period or Charging Periods in that Financial Year.
- 9.1.3 In respect of any Financial Year, the Aggregate Net Liability of the CVL IM under this paragraph 9.1 shall not exceed the CVL IM Cap.
- 9.1.4 The Aggregate Net Liability of the Train Operator for a Performance Sum in respect of any Charging Period shall not exceed the Train Operator Charging Period Limit.
- 9.1.5 Subject to paragraph 9.1.6, if the Train Operator would otherwise be liable for a Performance Sum which exceeds the Train Operator Charging Period Limit, then the amount by which such claim exceeds the Train Operator Charging Period Limit shall be taken into account when calculating the Train Operator's Aggregate Net Liability for a Performance Sum in respect of the subsequent Charging Period or Charging Periods in that Financial Year.
- 9.1.6 In respect of any Financial Year, the Aggregate Net Liability of the Train Operator under this paragraph 9.1 shall not exceed the Train Operator Cap.
- 9.1.7 In this paragraph 9.1, the "**Aggregate Net Liability**" of a party means, in respect of a Charging Period or Financial Year, its liability after setting off the liability of the other party to it under the same provisions in respect of the same period.
- 9.2 ***Issue of invoice or credit note***
- 9.2.1 In respect of each Charging Period, subject to paragraph 9.1, the CVL IM shall:
- (a) issue an invoice or credit note as appropriate in respect of the balance, if any, shown on the period final statement provided in accordance with paragraph 11 of Appendix 3 within 28 days after the provision of such period final statement;
 - (b) issue an invoice or credit note as appropriate in respect of the balance, if any, shown on the period final statement provided in accordance with paragraph 12 of Appendix 3, within 28 days after the provision of such period final statement;
 - (c) issue a credit note in respect of the aggregate of all Normal Planned Disruption Sums and Enhanced Planned Disruption Sums for which the CVL IM is liable in accordance with Schedule 4, if any, within 28 days after agreement of such liability.
- 9.2.2 In the event that (i) any of the period final statements referred to in sub-paragraphs 9.2.1(a) and 9.2.1(b) have not been provided within 28 days after the end of the Charging Period to which they relate or (ii) agreement referred to in sub-paragraph 9.2.1(c) has not been reached within those same 28 days, in both cases the CVL IM may agree with the Train Operator that an interim payment be made. If such agreement is reached then the invoice or credit note (as appropriate) issued shall detail which of the relevant sums are thus settled and which remain outstanding; and any subsequent invoice or credit note (as appropriate) issued in respect of the same Charging Period under sub-paragraphs 9.2.1(a), 9.2.1(b) or 9.2.1(c) shall take account of the interim payments as well as remaining subject to paragraph 9.1.
- 9.3 ***Resolution of disputes***
- 9.3.1 Without prejudice to Clause 13, Part B of the CVL Network Code shall apply to any dispute under this Schedule 8 in relation to the attribution of delay or cancellation.

9.3.2 The Train Operator shall not dispute any matter which it has agreed or is deemed to have agreed under Appendix 3.

10. **Reviews of the CVL IM Cap and Train Operator Cap**

10.1 ***Not used***

10.2 ***Adjustments to the CVL IM Cap and Train Operator Cap***

10.2.1 The CVL IM Cap and the Train Operator Cap that shall apply from 1 April in each Financial Year in relation to each Charging Period in that Financial Year shall be the CVL IM Cap and the Train Operator Cap, in each case as specified in Appendix 1 and as adjusted in accordance with this paragraph 10.2 and paragraphs 2.7.1 and 2.7.2 of Schedule 7, provided that no adjustment shall be made to the CVL IM Cap or the Train Operator Cap pursuant to the following subparagraphs of this paragraph 10.2 prior to 1 April 2020 and/or where fewer than 20,000 miles have been travelled by the Services in the last Financial Year.

10.2.2 Within 28 days after the last day of Financial Year *t*, the CVL IM shall notify the Train Operator in writing of:

- (a) the total number of Contract Miles operated by the Train Operator during Financial Year *t* (the "**Annual Contract Mileage**");
- (b) the CVL IM's determination as to whether or not the Annual Contract Mileage for Financial Year *t* exceeds or is less than the Baseline Annual Contract Mileage (as determined in accordance with paragraph 10.2.3 below ("**Baseline Annual Contract Mileage**")) by, in each case, an amount equal to or greater than 2.5% of the Baseline Annual Contract Mileage (the "**Annual Contract Mileage Variation**"); and
- (c) if the CVL IM determines that there has been an Annual Contract Mileage Variation, the CVL IM's proposal for an adjusted CVL IM Cap and/or Train Operator Cap in respect of the Financial Year immediately following Financial Year *t* ("**Financial Year *t*+1**"), in each case having regard to any criteria and/or policy statement most recently issued by ORR in each case, to the extent relevant to the CVL.

10.2.3

- (a) The Baseline Annual Contract Mileage that shall apply from 1 April in each Financial Year shall be the Baseline Annual Contract Mileage specified in Appendix 1, unless it is adjusted in accordance with paragraph 10.2.3(b).
- (b) If, in accordance with paragraph 10.2.2(b), the CVL IM determines that there has been an Annual Contract Mileage Variation, then the Baseline Annual Contract Mileage for Financial Year *t*+1 and each subsequent Financial Year until any further adjustment is made to the Baseline Annual Contract Mileage pursuant to this paragraph 10.2.3(b) shall be the Annual Contract Mileage for the Financial Year *t* in which the Annual Contract Mileage Variation has occurred.

10.2.4 Promptly (and in any event, within 28 days) following receipt by the Train Operator of the information and notice from the CVL IM required to be provided pursuant to paragraph 10.2.2, the parties shall endeavour to agree whether the CVL IM Cap and/or the Train Operator Cap should be adjusted in accordance with this paragraph 10.2 and, if so, the adjustment, (in each case having regard to any criteria and/or policy statement most recently issued by ORR in each case, to the extent relevant to the CVL) provided that any adjustment to the CVL IM Cap and/or the Train Operator Cap pursuant to this paragraph 10.2 shall be subject to the prior approval of ORR.

10.2.5 If, within 56 days of receipt by the Train Operator of the information and notice from CVL IM required to be provided pursuant to paragraph 10.2.2, the Train Operator and CVL IM reach agreement as to any adjustment to the CVL IM Cap and/or the Train Operator Cap, the parties

shall notify ORR and shall provide ORR with such information and evidence as ORR shall require to determine whether or not to approve the proposed adjustment. The parties agree to abide by any determination issued by ORR.

10.2.6 If, within 56 days of receipt by the Train Operator of the information and notice from the CVL IM required to be provided pursuant to paragraph 10.2.2, either:

- (a) the parties fail to reach agreement; or
- (b) prior to the expiry of that 56 day period both parties agree that agreement is unlikely to be reached prior to expiry of that period,

the parties shall notify ORR and shall provide ORR with such information and evidence as ORR shall require to determine the matter. The parties agree to abide by any determination issued by ORR.

10.2.7 Any adjustment to the CVL IM Cap and/or the Train Operator Cap shall take effect only when it has been approved by ORR and, unless otherwise specified by ORR, any such adjustment shall take effect from 1 April in Financial Year t+1.

10.2.8 Promptly following any adjustment to the CVL IM Cap and/or the Train Operator Cap pursuant to this paragraph 10.2, and in order to give effect to that adjustment, CVL IM shall issue to the Train Operator a statement showing the necessary adjustments to:

- (a) any invoices and credit notes already issued; and
- (b) any payments already made in respect of Performance Sums,

in each case relating to the Charging Periods in Financial Year t+1.

10.2.9 Any statement issued by the CVL IM pursuant to paragraph 10.2.8 shall be accompanied by an adjusting invoice or credit note in accordance with paragraph 9.2.

11. **Selection by the Train Operator of the Incident Cap and Exposure Level**

11.1 ***Selection by the Train Operator of the Incident Cap and Exposure Level***

11.1.1 Subject to paragraph 11.1.3, on or before the date on which this paragraph 11.1 takes effect, the Train Operator shall notify the CVL IM in writing of the level of Incident Cap and the level of exposure above the Incident Cap ("**Exposure Level**") it wishes to apply, being either no exposure above the Incident Cap, as described in paragraph 4.1.1(a) ("**Zero Exposure**"), or 30% exposure above the Incident Cap, as described in paragraph 4.1.1(b) ("**30% Exposure**") (such notification being the "**Initial Incident Cap Notice**"). The Incident Cap Access Charge Supplement Rate applicable to the Train Operator under this contract shall be the rate set out in that part of column B (if the Train Operator selects Zero Exposure) or column C (if the Train Operator selects 30% Exposure) adjacent to the level of Incident Cap selected by the Train Operator in the Initial Incident Cap Notice until it is replaced by a different level of Incident Cap and Exposure Level selected by the Train Operator in an Incident Cap Notice issued pursuant to paragraph 11.1.2.

11.1.2 Subject to paragraph 11.1.3, the Train Operator may change the level of Incident Cap and Exposure Level previously selected by it (either in the Initial Incident Cap Notice or any subsequent Incident Cap Notice issued pursuant to this paragraph 11.1.2) with effect from 1 April in any Financial Year by notifying the CVL IM in writing of the level of Incident Cap and Exposure Level it wishes to apply for that Financial Year (the "**Incident Cap Notice**"). Any such Incident Cap Notice must be served by the Train Operator on the CVL IM by no later than 6 weeks prior to 1 April in the Financial Year from which the Train Operator wishes the new level of Incident Cap and Exposure Level to apply, and the Incident Cap Access Charge Supplement Rate applicable for that and each subsequent Financial Year shall be the rate set out in that part of column B (if the Train Operator selects Zero Exposure) or column C (if the

Train Operator selects 30% Exposure) adjacent to the level of Incident Cap selected by the Train Operator in the Incident Cap Notice until it is replaced by a different level of Incident Cap and Exposure Level selected by the Train Operator in an Incident Cap Notice issued pursuant to this paragraph 11.1.2.

11.1.3 For the avoidance of doubt, if the Train Operator selected an Incident Cap prior to Financial Year 2019/20, and did not issue a subsequent Incident Cap Notice in respect of Financial Year 2019/20 selecting 30% Exposure, the Train Operator shall be deemed, for the purposes of paragraphs 11.1.1 and 11.1.2, to have selected Zero Exposure for Financial Year 2019/20.

11.2 Level of Incident Cap, Exposure Level and Incident Cap Access Charge Supplement Rate

For the purposes of paragraph 11.1, the Train Operator shall select one of the following Incident Caps and, in respect of the relevant Incident Cap, the Exposure Level as set out in either Column B or C:

A	B	C
Incident Cap	Incident Cap Access Charge Supplement Rate (£ per Contract Mile operated in a Charging Period) expressed in pounds sterling and rounded to four decimal places – Zero Exposure above the Incident Cap	Incident Cap Access Charge Supplement Rate (£ per Contract Mile operated in a Charging Period) expressed in pounds sterling and rounded to four decimal places – 30% Exposure above the Incident Cap
1,000 minutes	0.2045	0.1432
2,000 minutes	0.1057	0.0740
3,000 minutes	0.0623	0.0436
4,000 minutes	0.0403	0.0282
5,000 minutes	0.0280	0.0196
6,000 minutes	0.0217	0.0152
7,000 minutes	0.0172	0.0121
8,000 minutes	0.0135	0.0095
9,000 minutes	0.0101	0.0071
10,000 minutes	0.0067	0.0047
No Incident Cap	None	None

Appendix 1

Performance

Train Operator Performance

Train Operator Payment Rate	£54.04 per Minutes Delay to Third Party Trains which are Attributable to the Train Operator.
Train Operator Cap	[to be agreed]
Disruption Sum	£2,375

CVL IM Performance

CVL IM Payment Rate	£21.38 per Minutes Delay to Services which are Attributable to the CVL IM.
CVL IM Cap	[to be agreed]
Prolonged Disruption Amount	means an amount equal to the Late Notice Cancellation Sum.

Benchmarks

Train Operator Benchmark

The Train Operator Benchmark (TOB) in relation to each Charging Period shall be 3.10 Minutes Delay per 100 Train Operator Miles.

The CVL IM Benchmark

The CVL IM Benchmark (CB) in relation to a Charging Period shall be 7.82 Minutes Delay per 100 Train Operator Miles;

Cancellation Sum

The Cancellation Sum shall be calculated as follows:

- (a) the Cancellation Sum shall be £2,025 for each Cancellation below the Cancellation Threshold;
- (b) the Cancellation Sum shall be £5,401 for each Cancellation equal to or above the Cancellation Threshold; and
- (c) the "**Cancellation Threshold**" in any Charging Period shall be 0.40 per cent of the total number of Services operated by the Train Operator in that Charging Period.

Late Notice Cancellation Sum

The Late Notice Cancellation Sum in respect of each Late Notice Cancellation shall be £1,749.

Baseline Annual Contract Mileage

The Baseline Annual Contract Mileage shall be the number approved or determined by ORR in due course.

Appendix 2

Calculation of Minutes Delay

1. Subject to paragraph 2 below, the Minutes Delay for a train in respect of the Trigger of a Recording Point shall be equal to:
 - (a) in respect of the first recorded Trigger, the number of minutes (rounded down to the nearest whole minute), if any, by which the time at which the relevant train Triggers the Recording Point is later than the time at which the train is Planned to Trigger the Recording Point; and
 - (b) in respect of each other recorded Trigger, the lesser of:
 - (i) the number of minutes in respect of the first recorded Trigger calculated in accordance with paragraph 1(a); and
 - (ii) the greater of $((A1 - A2) + B)$ and zero,

where:

A1 is the number of minutes between the time at which the relevant train Triggers the Recording Point (rounded down to the nearest whole minute) and the time of that train's last recorded Trigger of a Recording Point (rounded down to the nearest whole minute);

A2 is the Planned time between the Triggers mentioned in (a) above; and

B is any Recovery Time between such Triggers.
2. The Minutes Delay calculated in accordance with paragraph 1 above shall be allocated to the incidents causing those Minutes Delay as described in paragraph 3 of this Schedule 8. Any minutes of delay which are caused by the same incident or series of related incidents and which are less than three minutes in aggregate shall be deemed to be zero and for the purposes of this Schedule 8 shall not be included in the Minutes Delay.

Appendix 3

Performance Statements

Interim statements provided by the CVL IM

1. Using all reasonable endeavours, the CVL IM shall provide to the Train Operator an interim statement listing all incidents which are in connection with Services which were Planned to depart from their Origin during each day. Such interim statements shall be issued on the eighth day after the end of each particular day (or, if the eighth day is not a Working Day, on the next Working Day thereafter) indicating:
 - (a) which incidents are Attributable to the Train Operator and, in respect of such incidents, the Minutes Delay to Third Party Trains;
 - (b) which incidents are Attributable to the CVL IM and, in respect of such incidents, the Minutes Delay to Services;
 - (c) which incidents are Attributable to both the Train Operator and the CVL IM, and in respect of such incidents (i) that portion of Minutes Delay to Third Party Trains which is allocated to the Train Operator and (ii) that portion of Minutes Delay to Services which is allocated to the CVL IM; and
 - (d) which incidents in categories (a) to (c) above remain, at the time of production of the interim statement, under further investigation following a referral by the Train Operator under Condition B2.3.2 of the CVL Network Code.
2. As soon as reasonably practicable after the end of each Week, and using all reasonable endeavours to provide such interim statement within two Working Days after the end of each Week, the CVL IM shall provide to the Train Operator an interim statement listing all Disruption Sums arising during that Week for which it believes the Train Operator is liable under paragraph 5 of Schedule 8.
3. As soon as reasonably practicable after the end of each Charging Period, and using all reasonable endeavours to provide such interim statement within six Working Days after the end of each Charging Period, the CVL IM shall provide to the Train Operator an interim statement listing:
 - (a) the total Contract Miles; and
 - (b) the total number of Services,in each case operated by the Train Operator during that Charging Period.

Interim statements provided by the Train Operator

4. As soon as reasonably practicable after the end of each Week, and using all reasonable endeavours to provide such interim statement within two Working Days after the end of each Week, the Train Operator shall provide to the CVL IM the following interim statements:
 - (a) an interim statement listing (i) all Cancellations occurring during that Week for which the Train Operator considers it is entitled to a Cancellation Sum, and (ii) any Late Notice Cancellations for which the Train Operator considers it is entitled to a Late Notice Cancellation Sum, in each case under paragraph 8 of Schedule 8;
 - (b) an interim statement listing all Prolonged Disruptions occurring or continuing during that Week for which the Train Operator considers it is entitled to a Prolonged Disruption Sum under paragraph 7 of Schedule 8; and

- (c) an interim statement listing all Service Variations arising during that Week for which the Train Operator considers it is entitled to a Service Variation Sum under Schedule 4.

Dispute of interim statement

- 5. Within two Working Days of receipt of any interim statement under paragraph 1, 2, 3 or 4 of this Appendix the recipient shall notify the provider of the interim statement of any reason why it disputes the interim statement by endorsing the interim statement and returning it to the provider of such statement.
- 6. Within the next five Working Days after notification of any dispute under paragraph 5 above, nominated representatives of the parties shall meet and attempt to resolve that dispute.
- 7. If any matter is still in dispute ten Working Days after the meeting held under paragraph 6 above, either party may refer such matter for resolution under paragraph 9.3.1 of Schedule 8.

Deemed agreement

- 8. Except to the extent that it has, within two Working Days of receipt, notified the provider of an interim statement under paragraph 5 above that it disputes the contents of such interim statement, the recipient shall be deemed to have agreed the contents of that statement.

Period final statements

- 9. After the resolution of any investigations listed in an interim statement in accordance with paragraph 1(d) above, and of any disputes notified under paragraph 5 above, the CVL IM shall provide to the Train Operator a final statement in respect of each Charging Period, listing:
 - (a) the total Cancellations and the aggregate of the Cancellation Sums payable under Schedule 8;
 - (b) the total Late Notice Cancellations and the aggregate of the Late Notice Cancellation Sums payable under Schedule 8;
 - (c) the total Service Variations and the aggregate of the Service Variation Sums payable under Schedule 4;
 - (d) the aggregate of the Disruption Sums payable under Schedule 8; and
 - (e) the aggregate of the Prolonged Disruption Sums payable under Schedule 8,in each case applicable to Services Planned to depart from their Origin during that Charging Period.
- 10. After the resolution of any incidents referred for further investigation under Condition B2.3.2 of the CVL Network Code, the CVL IM shall provide to the Train Operator a final statement in respect of each Charging Period, listing:
 - (a) the total Performance Sum for which the CVL IM is liable under Schedule 8; and
 - (b) the total Performance Sum for which the Train Operator is liable under Schedule 8in each case including such relevant calculations as the parties shall agree from time to time.

Statement of adjustment

- 11. If Condition B3.3 of the CVL Network Code (Adjustment to prior results) applies in respect of all or part of a Charging Period, the CVL IM shall promptly issue to the Train Operator a statement showing the necessary adjustments (if any) to any Performance Sums, Cancellation Sums, Late Notice Cancellation Sums, Normal Planned Disruption Sums, Enhanced Planned

Disruption Sums, Disruption Sums and Prolonged Disruption Sums already paid in respect of the Charging Period.

12. Any statement issued by the CVL IM under paragraph 11 above shall be accompanied by an adjusting invoice or credit note.

Schedule 9

(Limitation on liability)

1. Definitions

In this Schedule 9:

"Liability Cap" means:

- (a) in relation to the first Contract Year, the sum of £5,000,000; and
- (b) in relation to any subsequent Contract Year, the sum calculated in accordance with the following formula:

$$C_n = C_1 \left[\frac{CPI_n}{CPI_1} \right]$$

where:

- (i) C_1 is the sum of £5,000,000;
- (ii) C_n is the Liability Cap in the nth subsequent Contract Year;
- (iii) CPI_n is the Consumer Prices Index (defined as CPI in Schedule 7) published or determined with respect to the first month of the subsequent Contract Year n;
- (iv) CPI_1 is the Consumer Prices Index (defined as CPI in Schedule 7) published or determined with respect to the month in which this contract became effective under Clause 3.1.

2. Application

The limitations on liability contained in this Schedule apply in the circumstances set out in Clause 11.5.

3. Limitation on the CVL IM's liability

In relation to any claim for indemnity made by the Train Operator to which this Schedule 9 applies:

- (a) the CVL IM shall not be liable to make payments in relation to such claims which are admitted in writing or finally determined in any Contract Year to the extent that its liability for such claims exceeds the Liability Cap for such Contract Year; and
- (b) to the extent that its liability for such claims exceeds the Liability Cap for such Contract Year, any claim for payment of a sum which exceeds such Liability Cap shall be extinguished and the CVL IM shall have no further liability for it.

4. Limitation on Train Operator's liability

In relation to any claims for indemnity made by the CVL IM to which this Schedule 9 applies:

- (a) the Train Operator shall not be liable to make payments in relation to such claims which are admitted in writing or finally determined in any Contract Year to the extent that its liability for such claims exceeds the Liability Cap for such Contract Year; and

- (b) to the extent its liability for such claims exceeds the Liability Cap for such Contract Year, any claim for payment of a sum which exceeds such Liability Cap shall be extinguished and the Train Operator shall have no further liability for it.

5. Disapplication of limitation

To the extent that any Relevant Losses:

- (a) result from a conscious and intentional breach by a party; or
- (b) are in respect of obligations to compensate any person for liability for death or personal injury, whether resulting from the negligence of a party or the negligence of any of its officers, employees or agents or from a failure by a party to comply with its Safety Obligations,

such Relevant Losses:

- (i) shall not be subject to the limitation of liability in Schedule 9; and
- (ii) shall not be taken into account when calculating the amount of Relevant Losses in respect of claims admitted or finally determined in a Contract Year for the purposes of the limitations of liability in this Schedule 9.

6. Exclusion of legal and other costs

The limits on the parties' liabilities provided for in paragraphs 3 and 4 shall not apply to costs incurred in recovering any amount under a relevant claim, including legal, arbitral and other professional fees and expenses.

7. Exclusion of certain Relevant Losses

A party shall have no claim for Relevant Losses to the extent that such Relevant Losses result from its own negligence or breach of this contract.

8. Continuing breaches

Nothing in this Schedule 9 shall prevent a party making a new claim for indemnity in respect of a continuing breach of contract which:

- (a) is a continuing breach of contract which continues for more than 12 months;
- (b) is a continuing breach of contract which continues beyond a period within which it might reasonably be expected to have been remedied; or
- (c) is a breach of a Performance Order in relation to a breach of contract,

but any such new claim shall not include any sum which was the subject matter of a previous claim and was extinguished by virtue of paragraph 3(b) or 4(b).

9. Final determination of claims

For the purpose of this Schedule 9, a determination of a claim for Relevant Losses by a Court or other tribunal shall be treated as final when there is no further right of appeal or review from such determination or in respect of which any right of appeal or review has been lost, whether by expiry of time or otherwise.

Schedule 10

(CVL Network Code)

1. **Automatic effect**

1.1 **General**

This contract shall have effect:

- (a) with the modifications; and
- (b) from the date,

specified by ORR in a modification notice as supplemented (where appropriate) by a notice of consent to requisite adaptations or a notice of determined requisite adaptations.

1.2 **Retrospective effect**

No relevant notice may have retrospective effect.

2. **Modification notice**

2.1 **Meaning**

A modification notice is a notice given by ORR to the parties for the purposes of this contract, which modifies specified provisions of this contract (other than this Schedule 10) by making such modifications as are consequential upon, or necessary to give full effect to, any change to the CVL Network Code.

2.2 **Contents of modification notice**

A modification notice shall state:

- (a) the modifications which are to be made to this contract;
- (b) the date from which specified modifications are to have effect; and, if any such modifications are to have effect from different dates, the dates applicable to each modification; and
- (c) which of the specified modifications are to be subject to adaptation and the backstop date for the requisite adaptations in question.

3. **Adaptation procedure**

3.1 **Application**

This paragraph 3 applies in the case of specified modifications which are specified as being subject to adaptation.

3.2 **Negotiation of Adaptations**

In respect of the modifications in each modification notice:

- (a) within 14 days of the date of service of the relevant modification notice, the parties shall meet and in good faith negotiate and attempt to agree the requisite adaptations;
- (b) each party shall ensure that:

- (i) such negotiations are conducted in good faith in a timely, efficient and economical manner, with appropriate recourse to professional advice; and
- (ii) ORR's criteria are applied in the negotiations; and
- (c) the negotiations shall not continue after the backstop date.

3.3 ***Agreed adaptations - notice to the Office of Rail and Road***

If the parties have agreed the requisite adaptations on or before the backstop date, not later than 7 days after the backstop date the agreed requisite adaptations shall be sent by the parties to ORR for its consent, together with a statement, signed by or on behalf of both parties:

- (a) stating the reasons for the agreed requisite adaptations;
- (b) stating the extent to which and ways in which ORR's criteria have been applied in arriving at the agreed requisite adaptations and, in any case where they have not been applied, the reasons; and
- (c) giving such other information as ORR may have requested.

3.4 ***Agreed adaptations - Office of Rail and Road's consent***

If ORR is satisfied with the agreed requisite adaptations, and it gives a notice of consent to requisite adaptations, they shall have effect as provided for in paragraph 3.8.

3.5 ***Agreed requisite adaptations - Office of Rail and Road's refusal of consent***

If ORR gives notice to the parties that it is not satisfied with any or all of the agreed requisite adaptations, it may:

- (a) require the parties again to follow the procedure for negotiating requisite adaptations (with such modifications as to time limits as it specifies), in which case they shall do so; or
- (b) determine the requisite adaptations itself.

3.6 ***Requisite adaptations - failure to agree or submit***

If the parties have failed to submit agreed requisite adaptations to ORR for its consent within 7 days after the backstop date, it may determine the requisite adaptations itself.

3.7 ***Notice of determined requisite adaptations***

A notice of determined requisite adaptations is a notice:

- (a) given by ORR to the parties for the purposes of this paragraph 3 following the failure of the parties to send to ORR within 7 days of the backstop date requisite adaptations to which it gives its consent; and
- (b) which states the requisite adaptations which ORR has determined should be made using its powers to do so under paragraph 3.5 or 3.6.

3.8 ***Effect of requisite adaptations***

Requisite adaptations established either:

- (a) by agreement of the parties and in respect of which ORR has given a notice of consent to requisite adaptations under paragraph 3.4; or

- (b) by the determination of ORR under paragraph 3.5 or 3.6 and stated in a notice of determined requisite adaptations,

shall have effect from such date as ORR states in the relevant notice of consent to requisite adaptations or (as the case may be) the relevant notice of determined requisite adaptations.

4. **Procedural matters**

4.1 ***More than one notice***

More than one modification notice may be given.

4.2 ***Differences etc as to requisite adaptations***

Any difference or question as to whether any thing is a requisite adaptation shall be determined by ORR:

- (a) on the application of either party; and
- (b) in accordance with such procedure (including as to consultation) as ORR may by notice to the parties determine.

4.3 ***Co-operation and information***

If ORR gives notice to either or both of the parties that it requires from either or both of them information in relation to any requisite adaptation or proposed requisite adaptation:

- (a) the party of whom the request is made shall provide the requested information promptly and to the standard required by ORR; and
- (b) if that party fails timeously to do so, ORR shall be entitled to proceed with its consideration of the matter in question and to reach a decision in relation to it without the information in question and the party in default shall have no grounds for complaint in that respect.

4.4 ***Office of Rail and Road's criteria***

In relation to the negotiation of any requisite adaptation, ORR shall be entitled to:

- (a) give to the parties any criteria which it requires to be applied in the negotiations; and
- (b) modify the criteria after consultation.

4.5 ***Procedural modifications***

In relation to the procedure in paragraph 3 for the agreement or establishment of requisite adaptations (including the times within which any step or thing requires to be done or achieved):

- (a) such procedure may be modified by ORR by a notice of procedural modification given by it to the parties; but
- (b) ORR may give a notice of procedural modification only if it is satisfied that it is necessary or expedient to do so in order to promote or achieve the objectives specified in section 4 of the Act or if such a notice is requested by both parties.

4.6 **Dates**

In this Schedule 10:

- (a) where provision is made for a date to be specified or stated by ORR it may, instead of specifying or stating a date, specify or state a method by which a date is to be determined, and references to dates shall be construed accordingly; and
- (b) any notice given by ORR which states a date may state different dates for different purposes.

4.7 **Requirement for prior consultation**

No relevant notice shall have effect unless:

- (a) ORR has first consulted the parties and the Secretary of State in relation to the proposed relevant notice in question;
- (b) in the consultations referred to in paragraph 4.7(a), ORR has made available to the parties and the Secretary of State such drafts of the proposed relevant notice as it considers are necessary so as properly to inform them of its contents;
- (c) ORR has given each party and the Secretary of State the opportunity to make representations in relation to the proposed relevant notice and has taken into account all such representations (other than those which are frivolous or trivial) in making its decision on the relevant notice to be given;
- (d) ORR has notified the parties and the Secretary of State as to its conclusions in relation to the relevant notice in question (including by providing to each such person a copy of the text of the proposed relevant notice) and its reasons for those conclusions; and
- (e) in effecting the notifications required by paragraph 4.7(d), ORR has treated as confidential any representation (including any submission of written material) which (and to the extent that) the person making the representation, by notice in writing to ORR or by endorsement on the representation of words indicating the confidential nature of such representation, has specified as confidential information.

4.8 **Consolidated contract**

Not later than 28 days after the giving of the last of:

- (a) a modification notice; and
- (b) a notice of determined requisite adaptations or a notice of consent to requisite adaptations (as the case may be),

the CVL IM shall prepare and send to the Train Operator, ORR and the Welsh Ministers a copy of this contract as so modified.

4.9 **Saving**

Nothing in this Schedule 10 affects:

- (a) the right of either party to approach and obtain from ORR guidance in relation to the requisite adaptations; or
- (b) the right of ORR at any time to effect modifications to the CVL Network Code under Condition C8 of that code, pursuant to the provisions contained therein.

5. **Definitions**

In this Schedule 10 unless the context otherwise requires:

"backstop date" means the date (being not earlier than 28 days from the date of the modification notice) specified as such in a modification notice (or such later date as may be established under paragraph 3.5(a), 4.5 or 4.6);

"modification notice" has the meaning ascribed to it in paragraph 2.1;

"notice of consent to requisite adaptations" means a notice given by ORR under paragraph 3.4;

"notice of determined requisite adaptations" has the meaning ascribed to it in paragraph 3.7;

"notice of procedural modification" means a notice given by ORR to the parties under paragraph 4.5 modifying any aspect of the procedure in this Schedule 10 for the agreement or establishment of requisite adaptations;

"ORR's criteria" means the criteria established by ORR for the purposes of the negotiation of requisite adaptations and given to the parties, or modified, under paragraph 4.4;

"relevant notice" means a modification notice, notice of consent to requisite adaptations, notice of determined requisite adaptations, notice of procedural modification or notice of modification of ORR's criteria;

"requisite adaptations" in relation to specified modifications, means the amendments (including the addition of information) to the provisions in question which are necessary or expedient so as to give full effect to them in the particular circumstances of the case, and **"adaptation"** shall be construed accordingly; and

"specified" means specified in a modification notice, and "specify" and "specifying" shall be construed accordingly.

In witness whereof the duly authorised representatives of the CVL IM and the Train Operator have executed this contract on the day first above written.

Signed by

Print name.....

Duly authorised for and on behalf of
Amey Keolis Infrastructure / Seilwaith Amey Keolis Limited

Signed by

Print name.....

Duly authorised for and on behalf of
DB Cargo (UK) Limited

Consolidated Track Access Contract - End Notes

(Expired or superseded Supplemental Agreements, or elements of, are italicised)

1. **First Supplemental Agreement dated 28th January 2021 and approved on 1st February 2021**

As a result of the impact of the Covid-19 pandemic on passenger numbers and revenue, TfW and Keolis Amey Wales Cymru Ltd have agreed that the operation of the passenger franchise for Wales and Borders will transfer from Keolis Amey Operations / Gweithrediadau Keolis Amey Limited to Transport for Wales Rail Ltd (a Welsh Government company).

As the franchise was let as a unique joint venture involving the CVL IM (Amey Keolis Infrastructure / Seilwaith Amey Keolis Limited), it is necessary to make some minor changes to this Track Access Contract. The changes in this supplemental relate to the need to amend references to the “ODP Grant Agreement” and the “CVL IM Subcontract” where this is no longer applicable.

As these changes were minor in nature and did not affect other operators no consultation was held.

2. **Part J Notice – J2 Relinquishment of Tower Colliery Access Rights dated 9th December 2022**

Following an Access Rights Review. DB Cargo Limited notified the CVL IM of their wish to relinquish Access Rights to the Hirwaun Branch former Tower Colliery site. The CVL IM issued a Notice to the ORR on 9th December 2022 to that effect.