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Dear ORR Track Access Team

### Proposal to supplement the CP7 Track Usage Price List

The purpose of this letter is to propose supplements to the Control Period 7 (CP7) Track Usage Price List, consistent with Schedule 7 of First Trenitalia West Coast Trains Limited (trading as Avanti West Coast) Track Access Contract. Variable Usage Charge (VUC) rates for the Class 805 and Class 807 vehicle types operated by Avanti West Coast are jointly proposed by Network Rail and Avanti West Coast are as follows:

#### List of VUC rates included under this application.

Vehicle name	VUC rate
805/M	21.42 P/VM
805/T	17.70 P/VM
807/M	16.46 P/VM
807/T	15.39 P/VM

This supplement to the Track Usage Price list has been agreed between Network Rail and Avanti West Coast. The new rates are required due to the introduction of the new vehicle types which have been operating as Passenger (805), testing and training trains on the network under Avanti West Coast's safety case since 31 July 2023 and due to the change in control periods.

The new VUC rates proposed in this letter were calculated using the agreed CP7 VUC calculator developed by Network Rail in 2023/24 prices. The output sheets from the calculator, which set out the proposed new rates and input information in 2023/24 prices for both Class 805 Motors and Trailers, and Class 807 Motors and Trailers are attached to the submission email that includes this letter in files entitled:

"805\_M rate 09.08.24

"805\_T rate 09.08.24

"807\_M rate 09.08.24

“807\_T rate 09.08.24

For each vehicle type, an average across the individual vehicles of that type, using the vehicle characteristics, has been used to derive the proposed VUC rates as set out in MS-Excel file attached to the submission email entitled “WCP VUC CP6 Calculation and Data Jan23 - v3 No proportioning - NP 11.03.24” - Column M contains the Motor vehicle averages and Column O contains the Trailer vehicle averages, calculated from the individual vehicle data. As we cannot create a rate per vehicle, we have averaged the information from the individual vehicle characteristics to use in the VUC calculator to generate the VUC rate for the vehicle type.

805 Vehicle Characteristics Pro forma.xlsx and 807 Vehicle Characteristics Pro forma.xlsx are the completed formal pro-formas submitted for sign-off.

Finally, the emails demonstrating the internal Network Rail process gone through to reach the proposed VUC rates are also attached.

If you have any queries in relation to the calculation of the proposed new VUC rates please let me know.

I look forward to hearing from you.

Yours faithfully,

Yours sincerely,

Paul Harris

Network Rail

Mathew Turner

Avanti West Coast