

APPLICATION TO THE OFFICE OF RAIL AND ROAD FOR A PASSENGER TRACK ACCESS CONTRACT, OR AN AMENDMENT TO AN EXISTING CONTRACT

ORR ensures that train operating companies have fair access to the rail network and that best use is made of capacity. If a train operator wants to access the national railway network, it will need a track access agreement with Network Rail which requires ORR's approval under the Railways Act 1993. When determining access to the network, we must have regard to our [statutory duties](#), most of which are set out in section 4 of the Act. We must exercise our functions (which include the approval of access contracts) in a way that we consider best achieves those duties.

Use this form to apply to the Office of Rail and Road (ORR) for a passenger track access contract, or an amendment to an existing contract by a supplemental agreement, under sections 17-22A or the Railways Act 1993.

It sets out ORR's standard information requirements for considering applications. Our [track access guidance](#) (and our [making an application](#) guidance in particular) explains the process, timescales and the issues we will consider. Please read the guidance before completing the contract and this form.

If the facility owner and beneficiary have agreed terms, the facility owner should fill in the form. If not, the beneficiary should fill in the form.

A pre-application industry consultation is usually required before submitting an application. Please see the industry [code of practice for track access application consultations](#) for more information.

This form should be completed up to section 10 and sent to consultees along with a copy of the proposed contract or supplemental agreement. Sections 10 and 11 should be filled in after the consultation and before applying to ORR.

We are happy to talk to you informally before you apply. Please contact us [here](#). You can download a copy of this form, and of our model track access contract, from our [website](#). Please ensure that you are using the latest version of this form as published on our website. We may ask for applications which have not used the latest version to be resubmitted.

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

1. Application Summary

1.1 Beneficiary company name:

First Greater Western Limited (“GWR”, “Great Western Railway”)
--

1.2 Facility owner details:

Network Rail:	<input checked="" type="checkbox"/>				
Region:	Southern <input type="checkbox"/>	Eastern <input type="checkbox"/>	North West & Central <input type="checkbox"/>	Wales & Western <input checked="" type="checkbox"/>	Scotland’s Railway <input type="checkbox"/>
Other Facility Owner:	<input type="checkbox"/>	Please state:			

1.3 Application under the Railways Act 1993 section:

17 <input type="checkbox"/>	18 <input type="checkbox"/>	22 <input type="checkbox"/>	22A <input checked="" type="checkbox"/>
Supplemental Number:		301	
Current contract date:		04 March 2016	
Current contract expiry date:		SCD 2026	

1.4 Applicant status:

Public Service Operator <input checked="" type="checkbox"/>	Public service contract start date:	14 June 2022
	Public service contract end date:	22 June 2025 or 25 June 2028 at DfT prerogative
	Name of funder (e.g. DfT, Local Authority):	DfT
	Does the funder support this application?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Open Access <input type="checkbox"/>		
Charter Operator <input type="checkbox"/>		

1.5 Executive summary of the proposed contract or amendment:

Schedule 5 requirements for an hourly SX and SO GWR / DfT Bristol Temple Meads - Oxford service throughout the day.

To be introduced every two hours in SCD 2026 and to be implemented fully from SCD 2027.

Proposed commencement date:	SCD 2026
End date:	Expiry Date
Date approval or directions wanted by:	Before the commencement date. If possible before the Priority Date, 8th August 2025 for the Supplementary Timetable 2026.

1.6 Industry consultation:

Who carried out the consultation?	Network Rail will do this.		
Consultation start date:		Consultation end date:	
Not carried out <input type="checkbox"/>			

1.7 Applicant details

<u>Facility Owner</u> Company: Network Rail Infrastructure Limited (“Network Rail”) Contact name: Jayne Tipton Job title: Customer Manager Address: Western House 1 Holbrook Way	<u>Beneficiary</u> Company: First Greater Western Limited (“GWR”, “Great Western Railway”) Contact name: Robert Holder Job title: Network Access Manager Address: 1 Milford Street SN1 1HL
--	--

Swindon SN1 1BD Phone: [REDACTED] E-mail; [REDACTED]	Phone: [REDACTED] E-mail: [REDACTED]
---	---

1.7 Date of application to ORR:

29 05 2025

1.8 Checklist of documents attached to the application form:

- Proposed new contract (S17 or S18) or supplemental agreement (S22 or S22A)
- Marked up Schedule 5 (where applicable)
- Marked up comparison to model contract (where applicable)
- All consultation correspondence
- Supporting documentation required for competing services (see section 6.2)
- Other supporting documents, side letters or collateral agreements (please list):

2. Licence and railway safety certificate

2.1 Please state whether:

- you intend to operate the services yourself; or
- have them operated on your behalf.
 - if so, please name the proposed operating company:

--

2.2 Does the proposed operator of the services:

- (a) hold a valid train operating licence under section 8 of the Railways Act 1993 or an exemption under section 7, **and**
- (b) hold a valid safety certificate under the Railways and Other Guided Transport Systems (Safety) Regulations 2006.

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

--

3. The proposed contract or amendment

3.1 Application overview: Please detail the proposed contract or amendment. This should cover the services, the commercial terms, and the reasons for making the application in the terms proposed. This information should be laid out clearly and concisely, and fully highlight the changes from the previous version of the contract (in the case of an amendment).

1: This application is being made now in order to seek firm access right for a service to commence at SCD 2026. The application has not had time to be reviewed fully by Network Rail hence its Section 22a status. Neither has there so far been time for industry consultation. This is intended to be commenced imminently in parallel with a thorough Network Rail review;

2: This application concerns one of the congestion nodes identified in the Office of Rail and Road letter of April 2024 however commencement is after the duration of the three timetables mentioned in that letter;

3. The particulars of the train service developments and the rights sought to facilitate those changes are shown in section 4.1 of this form.

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

None.

3.3 Contract duration: For new agreements or extensions to existing agreements, please provide justification for the proposed duration and, if more than 5 years, with reference to the [Railways \(Access, Management and Licensing\) Regulations 2016](#).

Not applicable.

3.4 Terms not agreed with the facility owner (for applications under sections 17 or 22A only): Please explain any areas of the application which have ***not*** been agreed, the reasons for the failure to agree and the reasons for seeking these provisions.

The application has not had time to be reviewed fully by Network Rail hence its Section 22a status.

So far Network Rail has indicated the following:

"Network Rail has identified a direct connection between Bristol and Oxford (via Swindon) as a high strategic priority in numerous strategic studies including the Oxfordshire Rail Corridor Study (2020) and the Greater Bristol Rail Network Strategic Study (2023). Network Rail believes there is a strong strategic case for this 'missing link' service to be delivered.

Network Rail is aware of competing aspirations for capacity on Western, in particular an hourly path between Swindon and Didcot Parkway. Network Rail believes there is only potential for one new hourly service in this section therefore a choice is required.

Network Rail is in favour of delivering this connectivity 'missing link' as soon as possible to deliver benefits for passengers. This requires a proposal for that capacity that is viable and deliverable

"Capacity Planning has also undertaken some work looking at the GWR proposed paths in parallel to the FRWW paths and these paths conflict with aspirant Lumo (not existing S Wales Lumo) and therefore it is doubtful if both these paths and the Lumo proposals can be accommodated together. Essentially for NR to support there would need to be workable resolution to the 'hard to fix' conflicts before proceeding further with no presumption of continuity which safeguards the interests of MCWR until the ORR has made a decision on this application.

"Network Rail would like to see GWR approach Freightliner and check the proposed re-routings of three Freightliner services. If the FL intermodal services require using Chipping Sodbury route (rather than via Box) and paths exist for this, it will give a faster transit for these trains and so the only potential negative might be a loss of Freightliner traincrew route knowledge (we would need to test this with FL).

"Concern over freight growth and Network Rail's ability to meet regulatory targets particularly between Swindon and Didcot and bearing in mind the future capacity required to serve the arc furnaces TATA are building at Port Talbot to retain UK steel manufacture. From an aspirational perspective, an hourly freight path each way would service our foreseeable requirements.

“Consideration of the Open Access proposal for MCWR (Nottingham - Bristol Temple Meads) as both aspirations will use the Oxford - Bristol Temple Meads section.

“The desire for a TT study to be undertaken seems sensible because of:-

- This GWR aspiration.
- The aforementioned Open Access aspiration.
- Wentloog and intermodal volumes are expected to grow further.
- With TATA arc furnaces needing to be fed by (predominantly) English scrap metal, the corridors from London and Midlands to Wales need to have capacity for freight expansion to enable future steelmaking.”

3.5 Bespoke provisions (departures from ORR's model access contracts)

Does the proposed contract include any departures from ORR's model access contract:

Yes

No

If yes, please set out and explain any:

- areas where the drafting of the application changes ORR's published template access contracts (as appropriate, cross-referencing to the answers below). Please also explain why these departures have been made.

- instances where the proposal departs from the charging and/or performance regimes established by ORR's latest periodic review (or subsequent interim reviews) as reflected in ORR's model access contracts, including the financial implications (e.g. establishment of an access charge supplement or rebate).

- new processes (e.g. a self-modification provision) which have been added. Please also demonstrate fully how this new process is robust and complete.

3.6 Consolidated contract

For amendments to existing contracts, is the version of the consolidated contract on our [website](#) fully up to date? If not, please explain why not.

The website version at the time application includes all Approved applications.

4. The impacts of the proposal

4.1 Benefits: please set out what specific benefits the proposal will achieve. Please describe the benefits to passengers and any impact on other operators, including freight operators.

This gives comfort to the train operator regarding the timetabling of services to meet and develop market demand in accordance with the requirements of the PSO Rail Contract that the operator has with the Secretary of State. Such responsibilities require the use of resource to counter crowding wherever possible. GWR has received instruction from the Secretary of State to apply for this Supplemental Agreement.

All Year Round Mondays to Fridays and Saturdays Hourly GWR / DfT Bristol - Oxford Service.

This service is identified and desired by a number of industry strategic studies led by Network Rail and is supported by a number of regional development agencies.

This application seeks to:

- 1: encourage new journeys and economic activity;
- 2: drive modal shift;
- 3: improve existing commuter and business user through elimination of connection which harbours risk and inconvenience; and
- 4: aid relief of existing London - Bristol services which load very heavily with at the country end their journey.

Initial Service Commencing SCD 2026.

A service of one round trip every other hour throughout the day on Mondays to Fridays and Saturdays is to be introduced in May 2026. The service is to be operated with high speed IET trains, and builds upon the successful GWR Saturdays trial included in recent timetables. Sufficient traincrew are available for this level of service from May 2026. They were made available by preparations for the Old Oak Common new station scheme needs. This Old Oak Common development has now been reprogrammed since GWR recruitment of crews thus freeing up resource for early implementation of GWR / DfT Bristol - Oxford.

Full Service Commencing SCD 2027.

A service of one round trip every hour throughout the day on Mondays to Fridays and Saturdays is to be introduced in May 2027. The service continues to be operated with high speed IET trains, and builds upon the successful GWR Saturdays trial of recent timetables and the GWR service every two hours to be introduced at SCD 2026. Sufficient traincrew will be made available for this level of service from May 2027.

Provision to End Contract.

Whilst the track access contract has current Expiry SCD 2026 an application (for the 108th Supplemental Agreement) in parallel is under industry consultation (with results back by 6th June) for an extension of Expiry to PCD 2028.

Freight Services.

There are three services operated by Freightliner which currently run via Bath which conflict potentially in the timetable. A practical solution is being worked through however it is not thought existing freight rights are compromised.

4.2 Capacity: How have you satisfied yourself that there is enough network capacity for the services in the proposal? Please include details on all relevant capacity considerations, including but not limited to track, platform availability, and power supply traction.

The proposed train services will undergo review by Network Rail regions including System Operator, the SOAR panel, the TPRAM process and validation for timetable production. Timetable exercises may be developed in advance of this.

The associated access rights sought here will be checked by regions and SOAR that they are consistent with the above and add no more risk to capacity availability than is necessary or sought.

4.3 Performance: What is the impact on network performance? Please outline your assurance process that shows that any performance risk is tolerable in comparison to the benefits of the application. Please explain any risk mitigations. Please attach any associated evidence to support your case.

A number of initiatives is ongoing to improve performance generally. The train services under development for which these rights are sought are compliant with Timetable Planning Rules and with the Engineering Access Statements and with their processes for development as per the Network Code. The TPRAM HAZID process will ensure that all parties are ready for implementation robustly and GWR has its own readiness programme for each timetable change.

Some of the developments are in direct response to improve performance through reduction of overcrowding delays. Others seek to provide a more frequent and evenly spaced service to spread load and facilitate improved contingency arrangement.

Robust resourcing of stock and crew is secured.

4.4 Maintenance and renewals: Are there any implications for the facility owner's maintenance and renewal activities?

NR has not had time to review, but it is thought by GWR that this will not affect maintenance and renewal needs.

5. The expression of access rights

5.1 Changes to rights: please provide full descriptions of any new rights required, as compared to the previous contract (in the case of an amendment). Please attach a fully marked-up version or document comparison of any tables in Schedule 5 which are being modified as a result of this application.

Mondays to Fridays and Saturdays commencing SCD 2026.

Sufficient quantum in Table 2.1 of Schedule 5 is applied for between Bristol Temple Meads and Oxford to fund a service each way every other hour with calls as per the current Saturdays GWR trial (which is timetabled at CI80x 125mph under access right shown in Table 2.2). Timing load sought is Class 80x 125mph (electric where available);

Mondays to Fridays and Saturdays commencing SCD 2027.

Sufficient quantum in Table 2.1 of Schedule 5 is applied for between Bristol Temple Meads and Oxford to fund a service each way every other hour with calls as per the current Saturdays GWR trial (which is timetabled at CI80x 125mph under access right shown in Table 2.2) and the SCD 2026 service every two hours such that overall sufficient quantum exists for a service each hour. Timing load sought is again Class 80x 125mph (electric where available).

No journey time or interval rights are sought.

As this becomes a normal full all day service GWR and Network Rail are considering moving this to maintain a service code split at Swindon and have the eastern leg of eastbound services in service group EF03 instead. This already has an Oxford monitoring point. Westbound services will be in EF01 throughout so as to capture Swindon as a monitoring point. This service code arrangement is shown in the draft contract.

5.2 Flexing rights: Please explain any limitations on the facility owner's flexing rights in the proposal and the rationale for such limitations.

None.

5.3 Specified equipment: Please explain any changes to specified equipment (rolling stock). Has the vehicle and route acceptance procedure in the Network Code (Part F) has been completed? Please explain whether you have, or will have, the rolling stock necessary to exercise the rights.

Current Specified Equipment is being used. No change to Timing Load access right is proposed and no Vehicle Change is necessary.
The changes use time available in current traffic diagrams and will not trigger more frequent rolling stock maintenance need or an increased pool of vehicles, nor will it imply increased passenger standing elsewhere.

5.4 Contractual obligations: Are the proposed services necessary to fulfil obligations under a public service contract? For publicly contracted operators seeking additional access rights, we will expect to see evidence of funder support for the specific rights and of operators' intent and ability to operate the new services.

These are required to be developed under the terms of the DfT PSO contract with implementation subject to instruction by the Secretary of State. GWR was instructed to include the service in the D55 Statement issued to Network Rail under part D of the Network Code and is now instructed to apply for these access rights.

5.5 Public funding: Other than the DfT, Welsh Government or Transport Scotland, are the proposed services subject to financial support from central or local government including PTEs. If so, please give details.

No.

5.6 Long Term Planning Process: Is the Long Term Planning Process (or similar devolved authority or regional service delivery project) relevant to this application? If so, please explain how the proposed rights are consistent or inconsistent with this.

GWR participates fully in all strategic studies, Event Steering Groups, Industry Planning Groups and Refional Investment Review Groups. There is nothing in this application that is inconsistent with their development or output. Indeed the service is anticipated and desired in a number of published Strategic Studies, including the Oxfordshire Rail Corridor Study (2020) and the Greater Bristol Rail Network Strategic Study (2023), and this application fulfils a long-held strategic need.

6. Competing passenger services:

We would expect to apply the 'not primarily abstractive' test to:

- (i) a new open access service which would compete with franchised services and so impact on the public sector funder's budget;
- (ii) a new franchised service which would compete with an existing franchised service, where we would expect to focus the test on areas where the competing franchised services are operated on behalf of different funders or where for some other reason there are particular concerns over the impact on a funder's budget; and
- (iii) a new service, which might be open access or franchised, which would compete with an existing open access service and which, if it caused the existing open access operator to withdraw from the market, could reduce overall competition on the network.

6.1 Please state if your application is for a competing passenger service, and if so please describe the nature of the competition:

This application is not for a competing passenger service. It is made to help convey existing custom more robustly or to increase existing demand through encouraging modal shift from road or air, or through generation of totally new journeys through their increased ease. There is no passenger access right in place on this corridor that is not GWR / DfT, although GWR is aware that applications

for rights commencing later on for the Bristol - Didcot (exclusive) corridor have been made by other parties for a Bristol - London service (starting back from Paignton) and a Bristol - Nottingham service.

6.2 For competing services, please also confirm that you have attached as part of your submission to ORR the following:

- Business plan, including details of:
 - forecasts of passenger traffic and revenues, including forecast methodology;
 - pricing strategies;
 - ticketing arrangements;
 - rolling stock specifications (e.g. load factor, number of seats, wagon configuration);
 - marketing strategy;
 - estimated elasticities of the services (e.g. price elasticity, elasticity with respect to quality characteristics of the services).
- Demand forecasting (including associated spreadsheet models) demonstrating modelled generation : abstraction ratio.
- Indicative timetables, including associated .spg files

7. Incentives

7.1 Train operator performance: please describe any planned performance improvement initiatives and/or enhancement projects associated with the operation of the proposed services aimed at improving operator performance.

General industry leading readiness management. Thorough performance management. Train planning management anchored on robustness, including the vetting of sectional running time values. Specific action plans for specific services. Support for enhanced planned access to Network Rail for Network remedy items and ongoing renewals and maintenance. Proactive and thorough scrutiny of plans for Old Oak Common station and its construction and of every other renewals project. Close management of planning for contingency. GWR is performance led. If performance is poor customers don't come back and if they watch the media when performance is poor they don't consider coming in the first place. We need custom to survive and prosper.

7.2 Facility owner performance: please describe any planned performance improvement initiatives and/or enhancement projects associated with the operation of the proposed services aimed at improving the facility owner's performance.

Operation Brunel. Significant initiative and control in leading planning end state, stage state and construction robust effects on the timetable and on train service delivery.

7.3 Monitoring of services: Will all proposed services be monitored for performance throughout their journey? If not, please explain.

Yes.

7.4 Performance regime changes (for applications under sections 17 or 22A only): where applicable, please provide justification for any changes to Schedule 8 of the track access contract in the proposal. If necessary, please provide any relevant information in support of the changes proposed.

None.

8. Enhancement

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

None.

8.2 Enhancement charges: please confirm that the arrangements for the funding of any network enhancements are consistent with the [investment framework](#), and summarise the level and duration of payments, and the assumed rate of return.

None.

9. Other

9.1 Associated applications to ORR: please state whether this application is being made in parallel with, or relates to, any other current or forthcoming application to ORR (e.g. in respect of track, station or light maintenance depot access contracts). Where the application is being made in parallel with any other application from the same operator, please ensure the applications are consistent with one another. Where the application relies on another operator relinquishing access rights, please provide evidence that this process has been completed.

An application for the 108th Supplemental Agreement is under industry consultation to extend the Track Access Contract to Expire PCD 2028;

9.2 Side letters and collateral agreements: please confirm here that the whole of the proposal between the parties has been submitted with this application and that there are no side letters or other documents which affect it.

This is complete and will be updated as Network Rail review and industry consultation develops. The application includes a document showing the notional passenger timetable, and a document showing working timings for GWR Bristol - Oxford services along with any of any operator that may be likely to require movement as a result. This work was done by GWR against the December 2023 timetable to prove GWR paths.

9.3 Confidential redactions: please list any information that you have redacted from any documentation sent to consultees. If there has been no pre-application consultation, please list any information you want us to exclude from publication. Please provide full reasons for any redactions.

None.

10. Pre-application consultation

10.1 The consultation:

If consultation has not been carried out, explain why not. If it has, please list the consultees.

The consultation was carried out by Network Rail between 29th May 2025 and 26th June 2025.

The consultees were:

- First MTR South Western Trains Limited
- Govia Thameslink Railway Limited
- Transport for Wales Rail Ltd
- SE Trains Limited
- MTR Corporation (Crossrail) Limited
- The Chiltern Railway Company Limited
- First Trenitalia West Coast Rail Limited
- West Midlands Trains Limited
- XC Trains Limited
- East West Rail
- First Rail Wales & Western
- Grand Union Trains
- Heathrow Express
- Go-Op
- Pre Metro Operations
- Renaissance Trains
- The Wrexham, Shropshire & Midlands Railway Company Limited
- Virgin Trains
- Direct Rail Services Limited
- First Greater Western Limited
- GB Railfreight Limited
- Grand Central Railway Company Limited
- Locomotive Services (TOC) Limited
- Rail Express Systems Limited
- West Coast Railway Company Limited
- Rail Operations (UK) Limited
- Vintage Trains Limited
- Colas Rail Limited
- DB Cargo (UK) Limited
- Devon and Cornwall Railways Limited
- Direct Rail Services Limited
- Europeonix
- Freightliner Limited
- Freightliner Heavy Haul Limited
- GB Railfreight Limited
- Hanson & Hall Rail
- Harsco Rail Limited
- Loram UK Limited
- Nuclear Transport Solutions (Direct Rail Services Limited)
- Rail Operations (UK) Limited
- SLC Operations
- Varamis Rail
- Victa Railfreight Limited
- Vintage Trains Limited
- West Coast Railway Company
- Associated British Ports
- Legge Infrastructure Services Limited
- London Gateway Port Limited
- Fishbone Solutions Group Ltd
- Tarmac Trading Limited

- Victoria Harbour Limited
- Heathrow Airport Limited
- Hutchison Ports (UK)
- HS1
- Maritime Transport Limited
- Transport for London & Mayor (London Rail)
- Transport for London & Mayor (London Overground)
- Rail for London (Infrastructure)
- Rail for London (Crossrail)
- Mayor of London
- London TravelWatch
- West Midlands PTE (Centro)
- DfT
- ORR
- Rail Freight Group
- Regulatory Reform
- Transport Focus
- Welsh Assembly

Who conducted the consultation?

Network Rail

List all consultees who responded and include their responses and any associated documentation or correspondence between the parties.

Responses were received from the following consultees:

- Freightliner Group Limited
- Transport Focus
- Transport for Wales
- Chiltern Railways
- CrossCountry

Associated correspondence has been submitted to the ORR with this application.

10.2 Resolved issues: please explain any issues raised by consultees which have been resolved.

Issues raised by consultees remain unresolved at the time of submission (27/06/2025).

10.3 Unresolved issues: Please explain any issues raised by consultees which have ***not*** been satisfactorily resolved and why you think these issues should not stop ORR approving the application.

The unresolved issues raised by Freightliner, Chiltern and Cross Country are broadly covering the following categories:

- Capacity analysis and performance modelling
- Linked to the above, Train Planning Rule development for movements at Foxall Jn and Milton Jn
- Impact on freight services as Didcot West Curve is used as a regulating point
- Concern that future freight paths will be more difficult to secure given speed differentials on the section between Didcot and Swindon
- Concern about the three Freightliner services GWR suggest diverting via Chipping Sodbury vice Bath Spa will not be able to run non-stop.

GWR intends to respond to issues that are not related to the capacity analysis work by 07/07/2025, which is the date the ORR has requested GWR respond to Network Rail's representations. When responses are made, the ORR will be copied into the correspondence.

Network Rail estimates that it will have completed the capacity and performance analysis work by mid to late August 2025 and will be available to share with interested parties at that time.

10.4 Subsequent Changes: Have any changes been made to the proposal following consultation?

No changes have been made to the proposal.

11. Certification

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

For agreed applications under section 18 or 22, Network Rail should complete the information below. For disputed applications under section 17 or 22A, the beneficiary should complete it.

I certify that the information provided in this form is true and complete to the best of my knowledge
SignedR M Holder..... Date ... 29 05 25
Name (in caps) ROBERT HOLDER Job title NETWORK ACCESS MANAGER
For (company) ...First Greater Western Limited.

12. Submission

12.1 What to send: please supply the application form, the proposed contract or amendment and, where possible, any other supporting information, in electronic form by e-mail, **in plain Microsoft Word or Open Document Text format** (i.e. excluding any macros, auto-para or page numbering, or other auto-formatting).

12.2 Where to send it:

Email: track.access@orr.gov.uk