

# NETWORK RAIL INFRASTRUCTURE LIMITED AND VINTAGE TRAINS LIMITED

## CHARTER OPERATOR TRACK ACCESS AGREEMENT

### MODIFICATION OF SCHEDULE 8

TO:

- (1) **NETWORK RAIL INFRASTRUCTURE LIMITED**, a company registered in England under number 2904587 having its registered office at Waterloo General Office, London, United Kingdom, SE1 8SW (“**Network Rail**”);
  - (2) **VINTAGE TRAINS LIMITED**, a company registered in England and Wales under number 10436785, whose registered office is at 670 Warwick Road, Tyseley, United Kingdom, B11 2HL. (the “**Train Operator**”);
- together, the “**Parties**”.

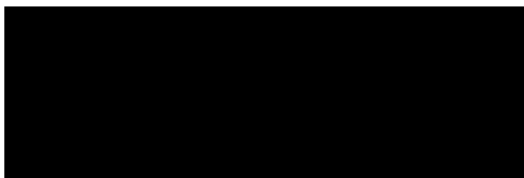
#### 1. BACKGROUND:

- 1.1. The Parties are parties to a track access agreement dated 19 December 2025 (the “Track Access Agreement”).
- 1.2. On 13 March 2024, as part of an access charges review carried out pursuant to Schedule 4A to the Railways Act 1993, the Office of Rail and Road (“**ORR**”) gave a review implementation notice, including to the Parties, entitled “Review Implementation Notice: Charter Operator Track Access Agreements” (the “**Review Implementation Notice**”), which:
  - 1.2.1. gave notice that its conclusions on the access charges review were to be implemented; and
  - 1.2.2. directed Network Rail and the Train Operator to amend the Track Access Agreement including in respect of Schedule 8 to provide for circumstances in which the Planned Service Incident Cap Access Charge Supplement Rate and Appendix 8A can be amended by ORR.

- 1.3. The amendments made pursuant to the Review Implementation Notice came into effect on 1 April 2024.
- 1.4. The circumstances in which ORR may make such amendments are set out in paragraph 11 of Schedule 8 of the Track Access Agreement.
- 1.5. This notice sets out the amendments to the Planned Service Incident Cap Access Charge Supplement Rate and Appendix 8A of Schedule 8.

## 2. NOTICE:

- 2.1. This notice is issued on 20 March 2026.
- 2.2. This notice is given in accordance with paragraphs 11 of Schedule 8 to the Track Access Agreement.
- 2.3. The following amendments are to be made to the Track Access Agreement:
  - 2.3.1. Delete paragraph 9.2 of Schedule 8 and replace it with the paragraph included at Annex A of this notice; and
  - 2.3.2. Delete the Train Operator Payment Rate within Appendix 8A of Schedule 8 and replace it with the Train Operator Payment Rate included at Annex B of this notice.
- 2.4. The amendments set out in this notice are to have effect on 1 April 2026.
- 2.5. The Parties are required to produce and send a conformed copy of the Track Access Agreement to ORR within 28 days of the making of the above modifications, pursuant to clause 18.2.4 of the Track Access Agreement.



**Will Godfrey**

**FOR AND ON BEHALF OF  
THE OFFICE OF RAIL AND ROAD**

Dated: 20 March 2026

## ANNEX A

### 9.2 *Level of Planned Service Incident Cap, Exposure Level and Planned Service Incident Cap Access Charge Supplement Rate*

For the purposes of paragraph 9.1, the Train Operator shall select one of the following Planned Service Incident Caps:

<b>A</b>	<b>B</b>
<b>Planned Service Incident Cap</b>	<b>Planned Service Incident Cap Access Charge Supplement Rate (£ per Train Mile operated in a Period)</b> expressed in pounds sterling and rounded to two decimal places
93 minutes	1.02
147 minutes	0.89
500 minutes	0.55
1,000 minutes	0.36
5,000 minutes	0.00
No Planned Service Incident Cap	None

## **ANNEX B**

Train Operator Payment Rate: £36.88 per TO Performance Minute