



## APPLICATION TO THE OFFICE OF RAIL AND ROAD FOR A FREIGHT 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.

Use this form to apply to the Office of Rail and Road (ORR) for:

- Directions under section 17 of *The Railways Act 1993* (the Act) for a new track access contract. This is for companies who want to use Network Rail's network where the parties are not able (for whatever reason) to reach agreement.
- Approval for a new track access contract under section 18 of the Act. This is for use where terms have been agreed by the parties.
- Approval of a proposed amendment to an existing track access contract, agreed by both parties, under section 22 of the Act.
- Directions under section 22A of the Act for an amendment to an existing track access contract. This is for someone seeking an amendment to an existing track access contract to permit more extensive use of the railway facility if the parties are not able, for whatever reason, to reach agreement.

The form 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.

Network Rail should normally take responsibility for the pre-application consultation, where the terms are agreed. Before a consultation is made, complete this form up to the end of section 8. You should fill in the rest of the form after the consultation and before applying to ORR.

If, in the case of section 17 and 22A applications, the beneficiary and Network Rail have been unable to agree terms, the beneficiary should:

- (a) ask Network Rail to conduct a pre-application consultation in line with the code of practice; or
- (b) conduct a pre-application consultation itself, in line with the code of practice; or
- (c) submit the application to ORR and ask ORR to conduct the consultation, in which case, please complete this form in full before submitting it to us.

We are happy to talk to you informally before you apply. Please contact us at [Track.Access@orr.gov.uk](mailto:Track.Access@orr.gov.uk). You should use our current [model freight track access contract](#) as your starting point. 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 templates 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 Facility owner:

Network Rail Infrastructure Ltd

### 1.2 Beneficiary Company:

Freightliner Limited

### 1.3 With which of the regions does this application interact?

Region:	Southern <input checked="" type="checkbox"/>	Eastern <input checked="" type="checkbox"/>	North West & Central <input checked="" type="checkbox"/>	Wales & Western <input checked="" type="checkbox"/>	Scotland's Railway <input checked="" type="checkbox"/>
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### 1.4 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:						26	
Current contract date:						PCD 2016	
Current contract expiry date:						PCD 2026	

### 1.5 Executive summary of the proposed contract or amendment: (Brief & High Level)

This application relates to ORR's request that industry submits applications for additional rights (or amended rights which change capacity parameters) for December 2024, May and December 2025 timetables, interacting with specified locations, by 20<sup>th</sup> May 2024. This is to enable Network Rail to provide a quantum baseline of demand for capacity use, which Network Rail must assess and assure itself and industry can be accommodated.

The application seeks Firm Access Rights for new intermodal services between the deep-sea ports and inland terminals to reflect commercial contracts that we are expecting to enter into with customers.

Proposed commencement date:	Dec 2024
Expiry date:	PCD 2026
Date Approved at SOAR	n/a
If rights currently running as TOVRs when did they commence?	n/a

### 1.6 Industry consultation:

Who carried out the consultation?	
Consultation start date:	Consultation end date:
Not carried out <input checked="" type="checkbox"/>	

### 1.7 Applicant details

<b>Facility Owner</b> Company: Network Rail Infrastructure Ltd Contact name: Robert Neep Job title: Customer Relations Executive Address: Network Rail Ltd., Waterloo General Office, London, SE1 8SW  Phone: [REDACTED] E-mail: [REDACTED]	<b>Beneficiary</b> Company: Freightliner Limited Contact name: Chris Matthews Job title: Timetable Strategy and Rail Industry Manager Address: Freightliner Limited, The Lewis Building, 35 Bull Street, Birmingham, B4 6EQ  Phone: [REDACTED] E-mail: [REDACTED]
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### 1.8 Date of application to ORR:

20 May 2024

**1.9 Checklist of documents attached to the application form:**

- Proposed new contract or supplemental agreement
- Marked up Schedule 5 (where applicable)
- Marked up comparison to model contract (where applicable)
- All consultation correspondence
- Supporting evidence such as performance improvement plans or modelling exercises.
- Other supporting documents, side letters or collateral agreements (please list):

Redacted version of Schedule 5 Rights Table

**1.10 Confidential redactions:** If there is any information you want us to exclude from publication please list it here and provide full reasons for the redactions. Please provide a redacted version of the document(s) that we can publish.

This application is commercially as it relates to traffic in Freightliner's commercial pipeline. To maintain suitable confidentiality a redacted version of the Schedule 5 Rights Table is also provided.

**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).

The application seeks Firm Access Rights for new intermodal services between the deep-sea ports and inland terminals to reflect commercial contracts that we are expecting to enter into with customers.

**3.2 Capacity considerations:** Please detail the steps taken by the parties to satisfy themselves that there is sufficient network capacity for the services in the proposal. Include details on all relevant capacity considerations, including but not limited to track and power supply traction. Will the proposed Rights operate over an area subject to a **Declaration of Congested Infrastructure**, or will the capacity requirement result in a Declaration of Congested Infrastructure by Network Rail (under the Network Code)

Growth projections of the deep-sea intermodal market by rail are well established and Network Rail has been working with industry and with customers to support the development of this new sector. Aspirations to grow and develop this market were factored into the Network Rail freight growth target development.

Consequently the capacity required to serve this new market are broadly understood and should have been considered as part of strategic planning activity. Capacity for these services have been built into Strategic Studies including the West Coast Main Line ESG.

**3.3 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).

n/a

**3.4 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](#).

n/a

**3.5 Performance:** Are there any implications for overall 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.

Freightliner continues to work collaboratively with Network Rail on performance initiatives to drive further performance gains, incentivised through our contracts with customers and the regulatory regimes, including Schedule 8.

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

None

**3.7 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.

None of this application has been agreed with Network Rail. This application follows the ORR's request that industry submits applications for additional rights (or amended rights which change capacity parameters) for December 2024, May and December 2025 timetables, interacting with specified locations, by 20<sup>th</sup> May 2024. This is to enable Network Rail to provide a quantum baseline of demand for capacity use, which Network Rail must assess and assure itself and industry can be accommodated.

### 3.8 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.

### 3.9 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.

n/a

## 4. The expression of access rights

**4.1 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.

A marked up Rights Table is provided showing the Firm Access Rights that are sought.

**4.2 Firm rights:** Do the Firm Rights in the proposal contract relate to service freight haulage contracts which you hold or will hold? If so, how? How does the duration of these haulage contracts compare with the duration of the proposed track access contract?

Freightliner expects to enter into multi year customer contracts for all traffic included in this supplemental agreement.

**4.3 Contingent Rights:** Please set out the extent to which you expect to use the Contingent Rights in the application. In particular, please state whether the proposed rights are seasonal (eg 3 months each year) or occasional (eg MO, SX, etc)..

No contingent rights are sought.

**4.4 Window size:** Please set out the reasons for the origin and destination window sizes used in the Rights Table in Schedule 5.

The one-hour windows requested for the new Firm Rights are in line with the ORR directions letter of 29th February 2016. This ensures a stable train plan from one timetable to the next, allowing both Freightliner and Third Parties to efficiently manage and optimise access to the network.

**4.5 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.

The traffic is of significant economic importance to the economy and as such has featured in all relevant Route Studies on the UK rail network; including the Freight Market Study and the Freight Network Study and the Network Rail Freight Strategy that will feed into the Whole Industry Strategic Plan. Capacity for these services have been built into Strategic Studies.

## 6. Incentives

**6.1 Train operator performance:** please describe any planned projects associated with the operation of the proposed services aimed at improving your performance.

Freightliner continues to work collaboratively with Network Rail on performance initiatives to drive further performance gains in line with our performance improvement plan. Freightliner have invested in a number of technological improvements intended to improve communication and the ability to react to delays and issues on the network, including:

- Provision of new iPads with Driver Advisory Software to train crew. This provides real time train running advice to drivers to assist them in right time running as well as to make it easier for them to report delays.
- Introduction of Mobile Train Consisting software technology on certain train flows to improve the efficiency and reduce the time taken to consist trains prior to departure.
- Investment in Power BI to analyse all performance data to better understand recurring performance issues and drive business cases for capital investment.

Additionally, Freightliner have invested significantly in the construction of a new wagon and locomotive facility at Ipswich, primarily intended to improve maintenance of the Intermodal wagon fleet, reducing movements to other facilities or reliance on third parties for this work, alongside investment in new intermodal wagon fleets since 2020 bringing more modern rolling stock into intermodal consists improving reliability.

**6.2 Facility owner performance:** please describe any planned projects associated with the operation of the proposed services aimed at improving the facility owner's own performance.

Parties continue to work collaboratively on performance initiatives to drive further performance gains. Regulatory regimes, including Schedule 8, provide further incentives on parties to improve performance.

**6.3 Restrictions of use:** set out and explain the reasons for any changes from the Restrictions of Use regime in the model freight track access contract (Schedule 4)

There are no changes to the Restriction of Use regime.

## 7. Enhancement

**7.1 Enhancement details:** Please provide details of any relevant enhancement schemes. Where the proposal delivers part of, or the associated services are subject to, a network enhancement, please summarise the outputs and timescales of the scheme and explain the extent to which the Part G Network Change procedure has been completed.

There are no network enhancements associated with this application, nor are any of the proposed services subject to network enhancements.

**7.2 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

## 8. Associated access contracts

**8.1 Associated applications to ORR:** please state whether this application is being made in parallel with, or relates to, any other previous, current or forthcoming applications to ORR (e.g. in respect of track access, 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 details.

Not applicable to this application.

**8.2 Unregulated access:** please comment on whether any contracts are being negotiated for access to a facility adjoining Network Rail's network (e.g. to a freight light maintenance depot), including where ORR's approval is not required. For more information, see [The Railways \(Class and Miscellaneous Exemptions\) Order 1994](#). (This is relevant in the context of clause 6.4 of the model contract.)

Not applicable to this application.

## 9. Pre-application consultation

### 9.1 The consultation:

If consultation has not been carried out, explain why not.

Insufficient time.

If a consultation has been carried out please:

- state who conducted the consultation;

- list all train operators and any other parties that were consulted, stating which parties responded and attach their responses and any associated documentation to this form; and
- state the period allowed for the consultation. If this was less than one calendar month, please explain the reasons for this.
- If the consultation was concluded some time ago, please explain why you consider it is still valid.
- have there been any material changes since consultation that could affect the validity of the responses received?
- please list any information that you have redacted from any documentation sent to consultees and the reasons for the redactions.

n/a

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

n/a

**9.3 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. Include details of steps taken to resolve the dispute such as meetings or counter offers and provide copies of correspondence where available.

n/a

**10 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.*

**In the case of agreed applications under section 18 or 22, the facility owner should fill in the information in the box below. For disputed applications under section 17 or 22A, the applicant should fill in the required information.**

I certify that the information provided in this form is true and complete to the best of my knowledge  
 Signed .....  
 Date 20 MAY 2024  
 Name (in caps) CHRIS MATTHEWS  
 Job title RAIL INDUSTRY AND TIMETABLE STRATEGY MANAGER  
 For (company) FREIGHTLINER LIMITED

For section 18/22 applications, please provide a letter of support from the beneficiary or ask them to sign here:  
 Signed ..... Date.....  
 Name (in caps) ..... Job title .....  
 For (company) .....

**11. Submission**



**11.1 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).

**11.2 Where to send it:**

Freight Track Access Manager      Email: [track.access@orr.gov.uk](mailto:track.access@orr.gov.uk)