



# Heathrow Airport Ltd – Rail Network Statement

Year ending 31 December 2023

# Contents

Contents.....	2
1 General.....	7
1.1 Company Information.....	7
1.1.1 Infrastructure.....	7
1.1.2 Current Services.....	9
1.2 Objective of the Network Statement.....	9
1.3 Legal Framework.....	10
1.3.1 Charging Regime.....	10
1.4 Legal Status.....	10
1.4.1 General Remarks.....	10
1.4.2 Liability.....	10
1.4.3 Appeals Procedure.....	10
1.5 Structure of the Network Statement.....	10
1.6 Validity and Updating Process.....	10
1.6.1 Validity Period.....	10
1.6.2 Updating Process.....	10
1.7 Contact and further details.....	11
2 Conditions for Access.....	12
2.1 Introduction.....	12
2.2 General Access requirements.....	12
2.2.1 Requirements in relation to applying for a train path.....	12
2.3 Requirements for operating trains services.....	12
2.3.1 Licences.....	12
2.3.2 Safety Certificate.....	13
2.3.3 Insurance.....	13
2.4 General Business/Commercial Conditions.....	13
2.4.1 Access Contracts.....	13
2.4.2 HAL Network Code.....	13
2.5 Operational Rules.....	13
2.5.1 Engineering Access Statement.....	13
2.5.2 Framework Capacity Statement.....	14
2.5.3 Timetable Planning Rules.....	14
2.5.4 Railway Operational Code.....	14

2.5.5	Heathrow Rail Standards and Rules .....	14
2.6	Rolling Stock Compatibility Guidelines .....	15
2.6.1	HAL-ARP .....	15
3	Infrastructure .....	15
3.1	Introduction .....	15
3.2	Extent of the HAL Infrastructure.....	15
3.3	HAL Infrastructure Description .....	15
3.3.1	Rail Tunnels.....	15
3.3.2	Rail Stations .....	16
3.3.3	Rail Control Centres .....	17
3.3.4	Loading Gauge .....	17
3.3.5	Signalling .....	17
3.3.6	Communication Systems .....	17
3.3.7	Availability of the Infrastructure.....	18
3.3.8	Connecting Network.....	18
3.4	Investments and Enhancements to HAL Infrastructure .....	18
4	Capacity Allocation.....	18
4.1	Introduction .....	18
4.2	Description of Timetabling Process.....	18
4.3	Sub-contracting.....	18
4.4	Timetable Development.....	19
4.4.1	Co-ordination process .....	19
4.4.2	Future Access Options.....	19
4.4.3	Access Dispute Resolution .....	19
4.4.4	Congested Infrastructure.....	20
4.5	Approach to Capacity Management .....	20
4.6	Allocation of capacity for maintenance, renewal and enhancements .....	20
4.7	Non-Usage / Cancellation .....	20
4.8	Special measures in the event of disturbance .....	21
4.8.1	Principles.....	21
4.8.2	Operational Regulation .....	21
5	Services .....	21
5.1	Introduction .....	21
5.2	Minimum Access Package.....	21
5.3	Track access to service facilities and supply of services.....	21
5.3.1	Use of Electrical Supply Equipment for Traction Power.....	21

5.3.2	Refuelling Facilities .....	21
5.3.3	Passenger Stations, Building and other Facilities.....	22
5.3.4	Freight Terminals.....	22
5.3.5	Marshalling Yards .....	22
5.3.6	Train Formation Facilities .....	22
5.3.7	Storage Sidings .....	22
5.3.8	Maintenance and Other Technical Facilities.....	22
5.4	Additional Services .....	22
5.4.1	Traction Current.....	22
5.4.2	Supply of Fuel .....	22
5.4.3	Services for Trains .....	22
5.4.4	Shunting and Other Services.....	22
5.4.5	Services for Exceptional Transports and Dangerous Goods .....	22
5.4.6	Any Other Additional Services .....	22
5.5	Ancillary Services .....	22
5.5.1	Provision .....	22
6	Charges .....	23
6.1	Charging Principles.....	23
6.2	Calculation of operations, maintenance and renewal costs.....	23
6.3	Methodology to derive the Access Charges.....	24
6.4	Track Access Charges .....	25
6.4.1	Variable Usage Charge (VUC).....	26
6.4.2	Fixed Track Access Charge (FTAC) .....	26
6.5	Station Access Charges.....	26
6.5.1	Station Long Term Charge (SLTC).....	26
6.5.2	Qualifying Expenditure (QX) for stations .....	26
6.6	Track Access Charges and Station Access Charges .....	26
6.6.1	Changes to charges .....	27
6.6.2	RPI.....	27
6.7	Traction Electricity (EC4T) Charges .....	27
6.8	Performance Scheme.....	27
6.8.1	Schedule 8 .....	27
6.8.2	Measurement.....	28
6.8.3	Calculation.....	28
6.8.4	Restriction of Use .....	28
6.8.5	Valuation of Performance.....	28

6.8.6 Recalibration and review ..... 28

## Glossary of Terms

CTA	means Central Terminal Area serving Heathrow Airport terminals 2 and 3.
Engineering Access Statement	means details of the planning rules applicable to access on the HAL infrastructure; areas and restrictions of the infrastructure affected by inspections, maintenance, and renewals.
ETCS	means European Train Control System
Group	means subsidiaries of Heathrow (SP) Limited
GSM-R	means Global System Mobile Communications – Railway
HAL	means Heathrow Airport Limited
HAL Network Code	means a common set of rules that apply to parties who have a contract for rights of access to the track owned by HAL
HAL infrastructure	means the rail infrastructure in respect of which HAL is the infrastructure and facility owner and which is situated in England
HAL Rail	means the rail team at Heathrow Airport
Heavy Rail Station	means HAL infrastructure station differentiating from the London Underground station
HEP	means the Heathrow Emergency Plan
HRCR	means Heathrow Rail Control Room (previously HECCR)
HEOC	means Heathrow Express Operating Company
LUL	means London Underground Limited
MTR	means MTR Elizabeth Line (branded as TfL Rail)
NR or NRIL	means Network Rail Infrastructure Limited
ORR	means Office of Rail and Road
Principal Change Date	means the date the working timetable comes into force either in May or December annually. See Annex A for further details
Regulations	means the Railways (Access, Management and Licensing of Railway Undertakings) Regulations 2016, as may be amended from time to time
Restriction of Use	has the meaning given in Schedule 8 of the Track Access Contract
ROGS	means Railways and Other Guided Transport Systems (Safety) Regulations 2006
SAC	means Station Access Contract
SMS	means Safety Management System
SNRP	means Statement of National Regulatory Provisions
TAC	means Track Access Contract
Timetable Planning Rules	means rules regulating the standard timings and other matters enabling trains to be scheduled in the working timetable
T4	means Terminal 4 (Heathrow Airport)
T5	means Terminal 5 (Heathrow Airport)
Train Operator	means a Train Operating Company that is authorised to provide passenger rail services in the UK
Wider UK rail network	means the network owned and operated by NR to which the HAL infrastructure connects.

Terms not defined in this Network Statement shall have the meanings given to them in the Regulations.

# 1 General

## 1.1 Company Information

Our company, Heathrow Airport Holdings Limited (HAL) (formerly BAA) owns and runs London Heathrow Airport, Britain's aviation hub. The company is subject to financial regulation by the Civil Aviation Authority (CAA) and the Competition and Markets Authority (CMA). In matters of safety and security we are regulated by the Government and CAA. For the rail infrastructure we are regulated by the Office of Rail and Road (ORR)

HAL owns and operates the airport and rail infrastructure and provides services at Heathrow airport

### 1.1.1 Infrastructure

HAL is the owner of the HAL infrastructure and NR is the infrastructure / asset manager under the Regulations. This **"Network Statement"** has been made in respect of the HAL infrastructure in satisfaction of the requirements of Regulation 13(4). HAL has appointed NR under contract to carry out its operational asset manager obligations under Rail Regulation in respect of the HAL infrastructure including those obligations set out in ROGS.

- The diagram (figure 1 page 8) shows how the HAL infrastructure is constructed.

The "HAL Network Systems" table (figure 2, page provides information on the owner, operating, managing, and maintaining party.

Diagram of HAL infrastructure

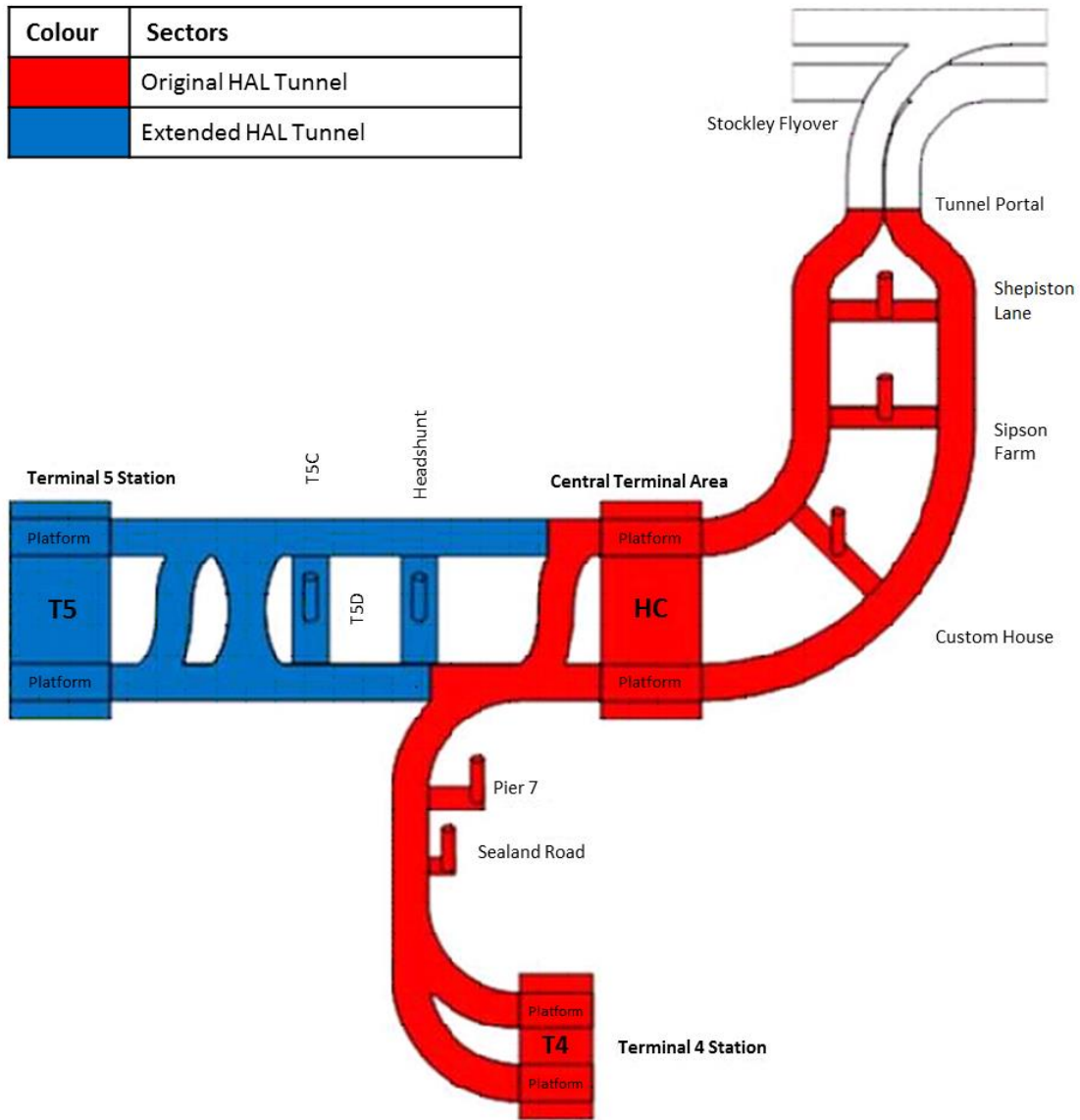


Figure 1

3.5km from the tunnel portal there is an intermediate station (the Heathrow CTA station (the “**CTA Station**”) which provides passenger access to Heathrow Terminals 2 and 3. From the CTA Station a 2.5km long single bore tunnel connects to the T4 station and a 2.6km km tunnel connects to the T5 station. All stations have two active platforms.



## HAL Network Systems

System	IM = Infrastructure Manager*, AM = Asset Manager, Op = Operates	
	HAL	NR
Track	IM	AM
Tunnels Structures	IM	AM
Railway Communication Systems	IM	AM
Ventilation	IM / Op	AM
Non-Railway Communications Systems	IM / Op	AM
HRCR	IM / Op	
Signalling	IM	AM / Op
Stations	IM / AM / Op	
Overhead Lines	IM	AM / Op

Figure 2

Under ROGS, Network Rail are the Infrastructure Manager (IM) for the infrastructure, excluding stations, and hold the safety authorisation from the ORR. HAL are the IM for the stations and hold the safety authorisation from the ORR

### 1.1.2 Current Services

There are two services currently running on the HAL infrastructure

- **Heathrow Express** – a non-stopping service between London Heathrow Airport and London Paddington operated by Heathrow Express Operating Company (HEoC)
- **MTR Elizabeth Line (branded as TfL Rail)** - an MTR operated stopping service connecting Heathrow Airport with London Paddington station and calling at all stations between London Paddington and Heathrow Airport.

## 1.2 Objective of the Network Statement

The objectives of this Network Statement are to satisfy the requirements of Regulation 13(4) and to provide a single source of the essential information which will be required by a railway undertaking or prospective railway undertaking wishing to operate train services on the HAL infrastructure. It provides general information about the HAL infrastructure, conditions of access and the criteria for capacity allocation and associated payments.

## 1.3 Legal Framework

Any party seeking access to the HAL infrastructure must satisfy the requirements set out by the relevant regulating bodies.

### 1.3.1 Charging Regime

The Regulations establish a broad charging framework. Where relevant, and subject to the charging framework agreed with the ORR, HAL will seek to determine charges for use of the HAL infrastructure by reference to this charging framework. Charges for tractions electricity are governed and managed by Network Rail.

## 1.4 Legal Status

### 1.4.1 General Remarks

This Network Statement is provided in compliance with HAL's obligations under the Regulations. It is not intended to be an invitation to treat or to be an offer to, enter a contract. However, when a railway undertaking enters a TAC with HAL, the TAC will give contractual force to documents such as the HAL Network Code, Engineering Access Statement and Timetable Planning Rules that are referenced in this Network Statement.

### 1.4.2 Liability

Reasonable efforts have been made to ensure that the information provided in this Network Statement is accurate. HAL does not accept any liability for errors, omissions, or inaccuracies. Errors which are notified to HAL will be reviewed and corrected where appropriate in the next issue of the Network Statement.

### 1.4.3 Appeals Procedure

Any dispute for matters covered by the HAL Access Disputes Resolution Rules ("ADRR") is dealt with in accordance with the procedure prescribed in such rules, annexed to the HAL Network Code. The procedure addresses disputes arising out of TACs and SACs. The Access Disputes Committee for the wider UK rail network provides services under the ADRR. The charges for the provision of such services are passed on to railway undertakings in TACs and SACs.

Any disputes in relation to other matters covered by the ADRR shall be dealt with in accordance with the procedure prescribed in that agreement. The ADRR provide for the referral of any dispute to a technical, operational, or financial panel, as appropriate, then an attempt at amicable settlement and finally to arbitration under the rules of the London Court of International Arbitration.

The ORR is the regulatory body to which an appeal may be made in accordance with the Regulations should any applicant for capacity believe it has been discriminated against or treated unfairly.

For further details refer to HAL Network Code Annex 1 Access Dispute Resolution Rules which can be found on the HAL Rail Regulation Website

[https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/about/Heathrow-Network-Code-2017\\_final.pdf](https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/about/Heathrow-Network-Code-2017_final.pdf)

## 1.5 Structure of the Network Statement

This Network Statement has been developed, using a common structure in line with Rail Net Europe publications, to enable railway undertakings to find information generally under the same headings in each network statement.

## 1.6 Validity and Updating Process

### 1.6.1 Validity Period

This Network Statement is valid until 31 December 2023 and will be reviewed annually.

### 1.6.2 Updating Process

This Network Statement will be updated and re-published on the HAL web site <https://www.heathrow.com> as and when changes are made.

## 1.7 Contact and further details

All access documentation is available on the Heathrow website <https://www.heathrow.com>

Should you require further information or have any additional questions relating to this Network Statement, the HAL Network Code and/or the nature of or access to the HAL infrastructure please contact HAL Rail:

Mailto: HAL Rail  
Heathrow Airport Limited  
Compass Centre  
Nelson Road  
Middlesex  
TW6 2GW

[rail@heathrow.com](mailto:rail@heathrow.com)

Should a hard copy of the Statement be required, HAL are able provide this, but reserve the right to charge the cost of production.

## 2 Conditions for Access

### 2.1 Introduction

Access to the wider UK rail network is principally governed by the Regulations. This regime also covers rail infrastructure outside the wider UK Rail network unless exempted.

HAL appoint NR as their contracted agent for delivering the relevant rail services included within the HAL Network Code to enable the two infrastructures to operate seamlessly. The scope of these services and the contractual agreements are incorporated within the contractual agreements between HAL and Network Rail.

HAL remain accountable for the delivery of services within the HAL Network Code whilst NR has responsibility for managing and delivering those services.

### 2.2 General Access requirements

In order to secure access to and operate on the HAL infrastructure, an applicant will have to fulfil the requirements set out below.

#### 2.2.1 Requirements in relation to applying for a train path

The timetabling process is open to two classes of applicant; those party to an existing TAC with HAL and those who have made a good faith commitment to enter such a TAC.

Applicants will not need to satisfy the requirements referred to below to participate in the initial timetabling process, but compliance must be achieved prior to actual use of the train path(s).

Following an approach from a current or potential railway undertaking, HAL will:

- Make available a technical compliance specification document for HAL infrastructure
- Review capacity allocation and advise the applicant of the outcome, (this will be based on the working timetable in operation at the time)
- If the desired train paths are available, or are likely to become available, HAL will provide approval to NR for paths on HAL infrastructure and request that the applicant follow the existing timetabling process and for the relevant NR timetabling process for access to the HAL infrastructure. HAL takes no responsibility if the aspirant operator cannot agree the required terms with NR for access.

### 2.3 Requirements for operating trains services

Any applicant wishing to operate trains on the HAL infrastructure must satisfy the relevant legal requirements. The principal requirements include having:

- a railway undertaking's licence or licence exemption
- a SMS provided for under ROGS
- appropriate insurance; and
- a TAC and a SAC in place with HAL.
- Written confirmation of a TAC with Network Rail to allow access to HAL infrastructure.

#### 2.3.1 Licences

The Railways Act 1993 (as amended) makes it an offence to act as the operator of a train in the United Kingdom without holding a licence or a licence exemption granted in accordance with the Act. This licencing requirement shall be deemed satisfied where a person seeking to act as the operator of passenger trains, within the scope of the Regulations, has the benefit of a European licence.

The legal framework of the GB rail industry is primarily governed by the Railways Acts 1993 and 2005, the Railways and Transport Safety Act 2003, and a range of secondary legislation including the Railways 8 (Access, Management and Licensing of Railway Undertakings) Regulations 2016. At the time of consulting on this draft Network Statement, the UK is in the transition period following its departure from the European Union. It is expected that further changes to this section of the Network Statement will be made later in 2020 to reflect changes to arrangements.

A European licence may be granted by the ORR or under the implementing legislation of another Member State. To operate train services in the United Kingdom, European licence holders must also hold an SNRP. Applications for licences, exemptions or SNRPs should be made to the ORR.

### 2.3.2 Safety Certificate

Applicants seeking to operate trains in the United Kingdom will be required to establish and maintain an appropriate safety management system and hold a safety certificate meeting the requirements of the ROGS. These will be assessed and reviewed by the ORR.

Part A of the EU safety certificate is recognised for such purposes whilst Part B is granted by the ORR. Applications for a safety certificate under the ROGS should be made to ORR and copied to affected parties including NR.

### 2.3.3 Insurance

A railway undertaking's licence (or SNRP) will specify the requirements to be imposed on the railway undertaking regarding insurance against third party liabilities.

The minimum level of indemnity insurance for railway undertakings is approved by the ORR, with the current level being £155m. Recent ORR general approval requirements shall apply unless specific individual variations to the general approval have been granted.

## 2.4 General Business/Commercial Conditions

### 2.4.1 Access Contracts

Except for emergency access, each applicant must enter a TAC and a SAC with HAL to cover the full scope of the intended operations.

Where an applicant wishes to enter into an access agreement, they should contact the HAL Rail Regulation and Access Manager at the earliest opportunity to discuss the requirements at [rail@heathrow.com](mailto:rail@heathrow.com)

### 2.4.2 HAL Network Code

The HAL Network Code is a common set of rules that is incorporated into each TAC. The TAC governs the legal relationship between HAL and relevant railway undertaking. In the event there is a conflict of interpretation between the HAL Network Code and any TAC, the HAL Network Code shall prevail.

The HAL Network Code provides scope for HAL and/or railway undertaking to amend:

- the working timetable
- the rolling stock to be operated
- the HAL infrastructure; and
- the HAL Network Code itself.

In addition, the HAL Network Code details the mechanisms whereby performance monitoring systems and/or procedures to be applied in the event of an operational disruption may be established.

The HAL Network Code can be found on the Heathrow Rail Regulation Website:

<https://www.heathrow.com/company/about-heathrow/rail-regulation>

[https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/about/Heathrow-Network-Code-2017\\_final.pdf](https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/about/Heathrow-Network-Code-2017_final.pdf)

## 2.5 Operational Rules

### 2.5.1 Engineering Access Statement

The Engineering Access Statement (EAS) sets out the rules regulating access to the HAL infrastructure when affected by inspection, maintenance, renewal, or other works.

The statement is divided into two parts, the first detailing the planning rules applicable to those requiring engineering access to the HAL infrastructure, while the second specifies the areas of the HAL infrastructure to be affected by planned inspections, maintenance, and renewal, together with details of planned restrictions of use.

The HAL Engineering Access Statement can be found on the Heathrow Rail Regulation website:

<http://www.heathrow.com/company/company-news-and-information/rail-regulation>

## 2.5.2 Framework Capacity Statement

HAL has an obligation to produce a Framework Capacity Statement under the Commission Implementing Regulation 2016/545

The Heathrow Rail Framework Capacity Statement can be found on the Heathrow Rail Regulation Website:

<https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/about/Heathrow-Framework-Capacity-Statement-2018.pdf>

## 2.5.3 Timetable Planning Rules

HAL will, in consultation with all relevant railway undertakings and with a view to achieving the optimal balance between access availability and robustness of service performance, prepare the Timetable Planning Rules to apply to the HAL infrastructure.

Final Timetable Planning Rules will be issued with timetable bidding information prior to the commencement of the development timetable period, in readiness for the Principle Change Date, and shall remain in place for 12 months.

Revised Timetable Planning Rules, reflecting changes agreed after the original Timetable Planning Rules will be issued with bidding information prior to the commencement of the subsidiary timetable development period. The Timetable Planning Rules may only be changed twice yearly.

Timetable planning Rules (TPR) can be found on the Heathrow Rail Regulation website at:

<http://www.heathrow.com/company/company-news-and-information/rail-regulation>

## 2.5.4 Railway Operational Code

The industry network Railway Operational Code, in accordance with Section H of the HAL Network Code, covers operational procedures, contingency plans and control arrangements required during “out of course” events. The Heathrow Emergency Plan, (the “HEP”) describes the arrangements that are specific to the HAL infrastructure and relate to the interfaces between the HAL infrastructure and Heathrow Airport. Both the Railway Operational Code and the HEP arrangements share the objective of sustaining operation of train services on the HAL infrastructure in accordance with the working timetable, as well as where necessary restoring operation in accordance with the working timetable, having regard to the needs of passengers; the interests of safety and security; the efficient and economical operation of the HAL infrastructure and of trains operating on it; and criteria published by the ORR.

The arrangements included within the Railway Operational Code and HEP cover:

- a procedure for notification of and communication in relation to disruptive events and/or reasonably foreseeable disruptive events
- train policies
- emergency timetable procedures in the event of extended disruption
- arrangements for clearance of track blockages and assistance for failed trains; and
- interfaces between HAL infrastructure and Heathrow Airport

## 2.5.5 Heathrow Rail Standards and Rules

All applicable NR standards are adhered to within HAL infrastructure and must be complied with in conjunction with the HAL SMS requirements and technical specifications. HAL Rail operates and implements a Safety Management System, compliant with the requirements of ROGS, as part of its Safety Authorisations. The requirements of the SMS are applicable to all HAL Rail activities and those of its contractors. In addition, Heathrow Airport safety management processes augment and support the HAL Rail SMS, and the requirements of these processes inform and guide formal interface management activities

## 2.6 Rolling Stock Compatibility Guidelines

Any party wishing to introduce a new vehicle onto the HAL infrastructure or make a change to the operation or engineering of an existing vehicle must consider the effect of this on all other railway undertakings and on the Infrastructure Manager.

To aid railway undertakings in the discharge of this function they must first satisfy the NR process in full. HAL will then undertake a review of the outcome to confirm the railway undertaking's qualification to operate on its infrastructure via the specific change processes within the HAL Network Code. In the unlikely event that HAL imposes a more onerous requirement than NR, further confirmation, information, or tests may be required.

### 2.6.1 HAL-ARP

The Heathrow Airport Limited Assurance Review Panel ("HAL-ARP") is an independently chaired, competent panel assembled to assess engineering and operational applications in relation to the HAL infrastructure including the introduction of a new Train Operator and rolling stock onto the HAL infrastructure.

HAL-ARP process and terms of reference are available on request.

## 3 Infrastructure

### 3.1 Introduction

The HAL infrastructure connects Heathrow Airport to the Great Western Main Line. Trains divert from the mainline at Airport Junction onto the HAL infrastructure which starts at the tunnel portal and is 19.913km from Paddington. There are three stations on the HAL infrastructure:

- the CTA Station for connections to Terminals, 2 and 3
- the T4 station for connections to Terminal 4; and
- T5 station for connections to Terminal 5.

The HAL infrastructure consists of a twin-bored tunnel to the CTA and T5 stations. A single-bored tunnel connects the T4 station to the network south of the CTA Station. All stations have two platforms, although the T5 station does have the potential for capacity to be increased to four platforms if required.

### 3.2 Extent of the HAL Infrastructure

The Network Statement covers the entire railway infrastructure that is owned by HAL. The infrastructure extends from tunnel portal through to the T4 and T5 stations as shown in *figure 1*.

### 3.3 HAL Infrastructure Description

#### 3.3.1 Rail Tunnels

There are two tunnels from the tunnel portal.

The tunnels can be operated in a bi-directional manner, with facilities to crossover at the tunnel portal, CTA and T5.

The route runs entirely within tunnels. The majority of the tunnels have been bored with the remainder being constructed using the cut and cover method. (station infrastructure)

The track formation within the tunnels utilises a concrete slab track-bed, rail lubrication and top of rail friction management is provided at several locations. The route is equipped throughout with overhead line electrification equipment, providing a traction current at 25kV.

Intervention shafts are provided at locations allowing egress and access for emergency services. Intervention points also exist at the tunnel portals and at the stations. Cross passages link the twin tunnels. All the tunnels have emergency walkways, at track level for emergency services and at platform level for passengers. A tunnel ventilation system provides a supply of fresh air removes stale air and enables the direction of air flow to be controlled. The ventilation is controlled from the HRCR.

A wet fire main is provided throughout the running tunnels to provide the emergency services with a water supply for firefighting purposes should a fire break out on a train. This is supplemented by a forced ventilation system to ensure that passenger escape routes and access routes for emergency services are kept clear of smoke.

The maximum line speed is 80mph.

Further technical information about the infrastructure is available in the Network Rail Western Rail Sectional Appendix – route section reference GW180.

### 3.3.2 Rail Stations

HAL maintains the assets within the rail stations at Terminals 2&3, Terminal 4 and Terminal 5. The operational safety and management responsibilities for the stations is managed by HAL.

Access to the stations is managed by HAL Rail. Details that describe the requirements for requests for access are included within the HAL Site Access Permit arrangements document. Access is only granted with the relevant permits and issued on the basis that the requirements within are met. The management of permits is managed on site by the Heathrow Rail Control Centre.

Access to HAL stations is controlled by doors at the main entrances and supported by automatic ticket gate lines. These will be situated at the platform level in Terminal 4 and Terminal 5 stations and at the concourse level in the CTA station.

Access to platforms is via lifts and escalators. All areas are designated as non-smoking and this policy is reinforced through signs, staff presence and CCTV monitoring. Barriers are in place to prevent passenger luggage trolleys being taken onto station platforms.

Platform design includes tactile strips to enable visually impaired passengers to assess the closeness of the platform edge. The platform edge clearances are subject to derogation from railway standards to minimise the gap between platform and train step-boards with a height of 1100mm. Platform gap fillers have been installed to reduce the risk of passenger accidents. This will impact the platform train interface when introducing new rolling stock.

Emergency services equipment cabinets are provided throughout the station concourses. These contain emergency telephones, hydrants, hose reels, portable fire extinguishers and emergency equipment. Station lighting is powered by two independent sources.

Systems are in place to ensure that stations are kept clean and free from refuse. All storage rooms are locked and access restricted. The storage of cleaning and maintenance materials is strictly controlled.

The CTA Station complex comprises two platform tunnels separated by a mid-concourse tunnel with a platform length of 204m. Access and egress is at either end of the station by way of fixed staircases, corridors, subways, lifts, or escalators to Terminals 2 & 3.

An emergency services intervention shaft is provided which contains a dedicated firefighting lift and an intervention staircase, which also serves as an emergency escape stair. Additional emergency escape stairs are provided at the north end of the station and at two intermediate points along the station. Access for emergency vehicles is provided at intervention shafts and all escape routes.

The T4 station consists of two platform tunnels, with platform lengths of 204m (Platform 1) and 200m (Platform 2) respectively, separated for part of their length by a concourse tunnel. Access and egress are via the north end of the station by way of fixed staircases, corridors, subways, or escalators. Cross passages at the northern end provide access between the platforms and concourse. Lifts connect the station concourse to T4 arrivals and departures. The escalators connect to T4 arrivals via a separate lobby.

An emergency services intervention shaft is provided which contains a dedicated firefighting lift and intervention staircase, which also serves as an emergency escape stair. Emergency escape stairs are also provided at an intermediate point along the station. Escape cross passages provide access between the platforms and the emergency escape staircases. Access for emergency vehicles is provided at intervention shafts and all escape routes.

The T5 station consists of two platform tunnels, situated within the station box, and separated by the station concourse, with a useable platform length of 217m. In addition, there is a separate LUL station, comprised of two platform tunnels within the station box. This operation is fully segregated from the Heavy Rail Station by reinforced glass and concrete panels. The station box is constructed between the main T5 car park and T5 itself. Access and egress to both the LUL and main line stations is through separate access points within the T5. The T5 station layout consists of four levels: platforms, mezzanine, arrivals, and departures. Accommodation is provided on the mezzanine level including welfare, offices, and station management systems.



Access and egress from the T5 station concourse is provided by a central vertical circulation core consisting of four lifts serving arrivals and departures and an alternative escalator route. Platforms are separated from the main concourse area by reinforced glass panels with dedicated access points at the eastern and western ends of the main concourse. Emergency egress routes are provided at three points off the concourse. Egress is provided by fixed stair routes to designated places of safety within the T5 complex. Passenger lifts are used as the means of escape for mobility impaired persons and as access for emergency services under key control. Vehicle access is via the Wellington Road service route and is a restricted area with access only available to those with security clearance.

### 3.3.3 Rail Control Centres

There is a single control room managing the activities on the HAL infrastructure. For train interface, and tunnel control and operational access to the infrastructure the control is managed via HRCR. Train running control is managed by Network Rail.

### 3.3.4 Loading Gauge

The nominal track gauge is 1435mm. The HAL infrastructure can accommodate trains that fit within NR's W10 gauge with an axle weight limit of 25.4T.

### 3.3.5 Signalling

The route is equipped with multiple aspect track circuit block signalling with automatic train protection. All lines are signalled to allow bi-directional working. The maximum permissible line speed is 80 mph, with lower permanent speed restrictions at stations and between the CTA Station and T4 station. ETCS has been installed as an overlay system and can only be used with ETCS fitted trains.

Heathrow infrastructure has been upgraded with an ERTMS Level 2 overlay on the existing conventional system between Airport Junction and the buffer stops at Heathrow Airport Terminals 4 and 5. This is referred to as 'Stage A,' further stages which have implications for the GWML between Heathrow Junction and London Paddington are planned for implementation in 2022 and 2023.

The signalled routes which have ERTMS Level 2 overlaid are, in the Down direction, between signals SN321, SN323 and SN 325 and the buffer stops at Heathrow Terminal 4 station and Heathrow Terminal 5 station, and from there, in the Up direction, to signals SN 318, SN320 and SN 316. The ETCS Movement Authority (MA) used over these routes are generated by an RBC at Thames Valley Signalling Centre (TVSC) and transmitted to ETCS fitted trains over GSM-R radio links.

In general, the 'Stage A' installation uses ERTMS Level 2. At Level 2, trains communicate with the Radio Block Centre (RBC) by GSM-R. The RBC communicates with the interlocking and generates Movement Authorities (MAs) which are transmitted to trains: the majority of balises mounted in the track are passive and send fixed packets of information when interrogated by the balise reader on a train. The exception to this is switchable balises used in the Level 1 launch described below.

ERTMS Movement Authorities (MAs) will duplicate existing signalled routes only.

#### Level 1 Launch

At Airport Junction trains must transition between ERTMS Level 2 and Level National Train Control (NTC) TPWS/AWS. In the Down direction this requires the system to establish contact with the RBC before it can receive a Level 2 Movement Authority (MA). To avoid ETCS fitted trains not using the Airport Branch taking up GSM-R capacity unnecessarily the Level Transition balises are mounted after the divergence of the Airport Branch from the Great Western Main Line. This restricts the time available for the train to establish a connection with the RBC. The transition into Level 2 is therefore by means of a Level 1 launch. At Level 1 the Movement Authority (MA) is generated by a Lineside Electronic Unit (LEU) connected to, and sent by a switchable balise sited at, the relevant signals (SN321, 323, and 325), rather than transmitted by GSM-R from the RBC.

Operational requirements for the use of the ERTMS Level 2 system are available within the Western ETCS Overlay Project Paddington - Heathrow, (Stage A) (146152-NWR-REP-OPP-000003).

### 3.3.6 Communication Systems

The current communication system in use is GSM-R. This system interfaces with the signalling train describer system and allows signalling staff to address drivers of individual trains.

### 3.3.7 Availability of the Infrastructure

The HAL infrastructure remains open 365 days a year except by special arrangements between railway undertakings and HAL. The Engineering Access Statement primarily governs consumption of capacity on the HAL infrastructure for the purposes of its maintenance and other activities in the interests of quality, reliability, and availability of the HAL infrastructure.

### 3.3.8 Connecting Network

The HAL infrastructure is connected to the wider UK rail network at the tunnel portal. The wider UK rail network is owned and operated by Network Rail with connections at the tunnel portal.

## 3.4 Investments and Enhancements to HAL Infrastructure

Where investment or enhancements are required to the HAL infrastructure, then such changes shall be treated as a HAL Network Change within the meaning of the definition of HAL Network Change in the Network Code, and the provisions of PART G of the Network Code are incorporated by reference into the relevant TAC and SAC accordingly and the relevant change process will be applicable.

## 4 Capacity Allocation

### 4.1 Introduction

HAL is responsible for the allocation of capacity through grants of TACs and will be responsible for all aspects of the allocation process, including confirming that the applicant complies with all relevant national technical, operational and safety requirements.

### 4.2 Description of Timetabling Process

The timetabling process (governed by Part D of the Network Code) is open to anyone who is a party to the Network Code by virtue of having a TAC with HAL or anyone who proposes in good faith to enter such a TAC and has agreed to be bound by Part D.

Following an approach from a current or potential railway undertaking HAL will advise on the likelihood of train paths being available on the HAL infrastructure. This will be based on the active timetable in operation at the time. If such train paths are available or are likely to become available, HAL will guide the railway undertaking through the timetabling process and agreement / coordination with Network Rail.

### 4.3 Sub-contracting

HAL will sub-contract out the responsibilities for managing the timetabling process to the HAL infrastructure, such as the responsibilities for path allocation, co-ordination, and validation of the timetable to NR as described in the relevant parts of the HAL Network Code. These responsibilities are undertaken by NR under instruction from HAL. Access to the HAL infrastructure requires entry from the wider UK rail network and therefore applicants for access must not only seek rights from HAL but also from NR. For simplicity the timescale for access requests on HAL infrastructure mirrors the timetable employed on the Wider UK Rail Network. Further details are set out in Annex A of the HAL Network Code

Heathrow Airport delegates timetable production through its partner Network Rail using the standard Network Rail protocol, timetable requests should be sent to Network Rail Timetable production at The Quadrant Milton Keynes.

Any requests for further information should be directed to: [rail@heathrow.com](mailto:rail@heathrow.com)

Part D of the Network Code can be found on the Heathrow Rail website:

[https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/about/Heathrow-Network-Code-2017\\_final.pdf](https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/about/Heathrow-Network-Code-2017_final.pdf)

## 4.4 Timetable Development

### 4.4.1 Co-ordination process

In line with its obligations under the Regulations, HAL's procedures for dealing with requests for capacity allocation (including ad-hoc requests) are designed to ensure that all current and potential railway undertakings are treated in a fair and non-discriminatory way.

HAL may circulate detailed plans covering the implementation of maintenance and renewal schemes to its access right holders and will make these available for any new access applicant upon request. Access right holders are required to make a formal declaration of their aspirations for train paths provided under their TACs. In accordance with Schedule 4, paragraph 2(1) of the Regulations, timetable decisions will not be made until the end of the consultation period. The timetable planning process for HAL infrastructure adopts NR's industry process to allow for alignment of train paths with main line services. For the avoidance of doubt, Train Operators will bid for paths under one process through NR for both the Wider UK Rail Network and HAL infrastructure as if the HAL infrastructure and the Wider UK Rail Network were one and the same.

Network Rail as HAL's agent, will provide publication of any key documents, policies and procedures required to manage the timetabling process. These documents include but are not limited to:

- Working timetable and variations to the working timetable
- Sectional appendix
- Weekly operating notices
- Performance Data Accuracy Code
- Delay Attribution Guide
- Railway Operational Code
- Railway Systems Code

Heathrow Airport (in coordination with NR) will publish the following documents:

- Engineering Access Statement (EAS)
- Timetable Planning Rules (TPR)

The HAL Engineering Access Statement (EAS) and the HAL Timetable Planning Rules (TPR) can be found on the HAL Rail Regulation Website

<http://www.heathrow.com/company/company-news-and-information/rail-regulation>

### 4.4.2 Ad-hoc requests

In addition to making an application for a path in accordance with the annual timetable process, the potential applicant may submit variation requests for one-off individual train paths to HAL's appointed contractor, HAL or their appointed contractor will respond as quickly as possible, and always within five working days of receipt of a request.

Requests made more than two days prior to the day the train is proposed to run will be dealt with under short term planning arrangements within the NR's industry process. Any requests made on the day of running or on the two preceding days will be dealt with by the Network Rail's control team.

### 4.4.3 Future Access Options

A separate TAC, known as an Access Option, must be entered into with HAL where an applicant wishes to operate trains for which specific infrastructure enhancement is required on the HAL infrastructure and for which the applicant will be making a significant investment. Activation of the contract will be subject to the investment and the works having taken place.

### 4.4.4 Access Dispute Resolution

As described in the Appeals Procedure at 1.5.3, any dispute concerning matters covered by the ADRR is dealt with in accordance with the procedure prescribed in such rules, annexed in the HAL Network Code. The procedure addresses

disputes arising out of the TAC and SAC and provision has been made for the referral of any dispute to a technical, operational, or financial panel, as appropriate.

If any Train Operator bids result in disputed paths, these will be raised by the Train Operator through NR who will notify HAL of the dispute. It is the responsibility of HAL to respond to those disputes in accordance with the procedure within the HAL Network Code.

Where any Train Operator Bids and access is not available, NR will notify HAL of the unavailability of the access and HAL will notify the affected Train Operators.

For further details refer to HAL Network Code Annex 1 Access Dispute Resolution Rules, this can be found on the HAL Rail Regulation Website:

[https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/about/Heathrow-Network-Code-2017\\_final.pdf](https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/about/Heathrow-Network-Code-2017_final.pdf)

#### **4.4.5 Congested Infrastructure**

The Regulations require HAL to declare areas of its network as congested where, after the co-ordination of requests for capacity and consultation with applicants, it is not possible to satisfy all access requests. HAL is not declaring any congested areas currently. However, should there be congestion, HAL will review the situation in accordance with the Congested Infrastructure process

With the exception of additional platforms at T5, there is no further opportunity to create capacity over and above the "as built" status on HAL infrastructure.

For further details refer to HAL Network Code that can be found on the HAL Rail Regulation Website:

[https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/about/Heathrow-Network-Code-2017\\_final.pdf](https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/about/Heathrow-Network-Code-2017_final.pdf)

### **4.5 Approach to Capacity Management**

The Regulations require HAL to put in place procedures to be followed should the HAL infrastructure become congested. In determining how to allocate capacity fairly, in a non-discriminatory manner, HAL will apply the procedure set out in Part D of the Network Code.

### **4.6 Allocation of capacity for maintenance, renewal, and enhancements**

HAL is responsible for the allocation of capacity for maintenance, renewals and enhancements will be published annually as part of HAL's Engineering Access Statement (EAS). The capacity requirement for such work is published within the Engineering Access Statement and managed as part of the train planning process. Route maintenance is restricted to periods when there are no timetabled services running or as agreed by all parties.

In the event that any restriction on capacity as a result of maintenance, renewal or enhancements occurs in a period when a timetabled service is scheduled, HAL will allocate capacity in a fair and non-discriminatory manner and will apply the prioritisation criteria set out at 4.2.

The HAL Engineering Access Statement (EAS) can be found on the Heathrow Rail Regulation website:

<https://www.heathrow.com/company/about-heathrow/rail-regulation>

### **4.7 Non-Usage / Cancellation**

Part J of the HAL Network Code provides a means to rescind access rights, in the event that a railway undertaking fails to use them (unless due to non-economic reasons beyond the relevant railway undertaking's control).

The access rights may be voluntarily surrendered by the railway undertaking if it has no current or foreseeable reasonable commercial need.

## 4.8 Special measures in the event of disturbance

### 4.8.1 Principles

When a disruptive event occurs, NR, acting in conjunction with HAL, is responsible for deciding the appropriate actions to restore the working timetable as soon as is reasonably practical. This is set out in agreed contingency plans and Railway Operational Code. NR will undertake the responsibilities for train regulation to minimise delays in line with standard industry practise. Railway undertakings are required to co-operate as regards such actions, which may include the provision of traction and train crew to clear the line.

### 4.8.2 Operational Regulation

NR, acting on behalf of HAL, develops and maintains train regulation policies so as to provide a framework to enable regulating decisions to be made by signallers in a way that is fair, consistent and in the best interests of all railway undertakings and their passengers, as far as can reasonably be achieved.

Train regulation policies are established by NR in consultation with railway undertakings who may propose variations to them.

## 5 Services

### 5.1 Introduction

The Regulations provide applicants with an entitlement to a set of services for rail traffic provided by HAL. The Regulations create a presumption of access and provide any applicant with a right to apply for access to a range of services and facilities to operate rail services.

The Infrastructure Manager is obliged to provide: (a) the minimum access package; (b) track access to service facilities; and (c) services.

### 5.2 Minimum Access Package

The minimum access package comprises:

- a) Handling of requests for infrastructure capacity; and
- b) The right to utilise such capacity as it is granted and, in particular:
  - the right to use such running track, points and junctions as may be necessary to utilise that capacity.
  - train control including signalling, train regulation, dispatching, communication, and the provision of information on train movements; and
  - all other information necessary to implement or operate the service for which capacity has been granted.

### 5.3 Track access to service facilities and supply of services

#### 5.3.1 Use of Electrical Supply Equipment for Traction Power

HAL provides the rail infrastructure to distribute the traction power to Train Operators, however, the feeder station which supplies the traction power for HAL infrastructure is owned and operated by Network Rail.

The supply and payment of energy consumption for traction power on HAL infrastructure will be governed by a separate tripartite agreement between the Train Operator, Network Rail and HAL and is excluded from the track access charges and station charges.

For a further description of the HAL infrastructure and facilities please refer to Section 3

The tripartite agreement between the Train Operator, Network Rail and HAL can be found on the Heathrow Rail Regulation website:

<https://www.heathrow.com/company/about-heathrow/rail-regulation>

#### 5.3.2 Refuelling Facilities

Does not apply to HAL

### **5.3.3 Passenger Stations, Building and other Facilities**

Please refer to Section 3

### **5.3.4 Freight Terminals**

Does not apply to HAL

### **5.3.5 Marshalling Yards**

Does not apply to HAL

### **5.3.6 Train Formation Facilities**

Does not apply to HAL

### **5.3.7 Storage Sidings**

Does not apply to HAL

### **5.3.8 Maintenance and Other Technical Facilities**

Does not apply to HAL

## **5.4 Additional Services**

### **5.4.1 Traction Current**

As described in 5.3.1

### **5.4.2 Supply of Fuel**

Does not apply to HAL

### **5.4.3 Services for Trains**

Does not apply to HAL

### **5.4.4 Shunting and Other Services**

Does not apply to HAL

### **5.4.5 Services for Exceptional Transports and Dangerous Goods**

Does not apply to HAL

### **5.4.6 Any Other Additional Services**

Not provided by HAL

## **5.5 Ancillary Services**

### **5.5.1 Provision**

No provision is made for ancillary services. Where there are further requirements please contact the HAL at the address shown in Section 1.8

## 6 Charges

This section sets out the current charging principles for access to the HAL infrastructure, applicable for the period from 1<sup>st</sup> January 2019 until 31<sup>st</sup> December 2027 (the “Charging Period”), The charges will be subject to amendments as a result of “Changes of Circumstances” outlined below and set out in more detail in the Track Access Agreements and Station Access Agreements.

### 6.1 Charging Principles

Whilst the ORR is responsible for the applicable charging framework as prescribed by the Regulations, HAL is responsible for calculating access charges within this framework. The charges to be paid by the train companies operating their services on HAL’s infrastructure are calculated and will be charged in accordance with the Regulations.

The access charges are set on the basis provided for in the Minimum Access Package and Regulations. They comprise track access charges, station charges and charges for additional services.

The track access charges are set at the cost that is directly incurred as a result of operating train services and so that, under normal business conditions and over a reasonable period, HAL does not experience a net financial loss or a net financial gain as a result of operating its infrastructure. In order to obtain full recovery of the costs incurred by HAL, with the approval of the ORR, HAL will recover costs which are not directly incurred as a result of operating train by way of a mark-up and will only be levied on segments of the market deemed by the ORR capable of bearing the cost in accordance with paragraph 2 of Schedule 3 of the Regulations. The list of market segments subject to the mark-up is as follows:

- passenger services within the framework of a passenger services contract; and
- other passenger services

HAL separately publishes a price list, on a yearly basis, which sets out the maximum level of charges which will be levied by HAL for the services, such costs being subject to an operator 60-day consultation period before issue. Current price list can be found on the Heathrow –Rail Regulation website:

<https://www.heathrow.com/company/about-heathrow/rail-regulation>

### 6.2 Calculation of operations, maintenance, and renewal costs.

HAL, in its role as infrastructure owner, has performed a cost allocation exercise for every element of the expenditure that it reasonably expects will be incurred over the Charging Period.

Operations and maintenance costs are projected based on historic spend profile, informed by the standard of service and performance that is required.

Following industry practice, HAL has adopted an engineering cost modelling approach based on a bottom-up projection model, in accordance with the asset management plans, to calculate renewals costs. These costs have been projected up to 2049 using the standard asset management approach, which takes into consideration amongst other factors, the current performance of the assets, the remaining engineering life of the assets and the future utilisation of the network. An average renewal costs for each asset system has then been used to calculate track access charges.

HAL will perform a contractual review (true up/down), via the Track and Station Access Agreements, to the Fixed Track Access Charge and Station Long Term Charge every five years or at the end of the contract, the next review date is May 2023, unless the contract is changed or ended earlier and is applicable at the end of all operator’s contracts. The true up/down will ensure that any under/over recovery is adjusted to ensure that Heathrow and the Train Operating Companies are not adversely impacted by amendments to the forecast renewal and enhancement expenditure as a result of unforeseen circumstances.

The true up/down adjustment will consider:

- a) the difference between forecast and actual renewal expenditure
- b) the difference between forecast and actual enhancement expenditure and associated return; and
- c) the time value of money

### 6.3 Methodology to derive the Access Charges

HAL has developed its access charging regime to align with cost reflectiveness principles as defined by the Regulations and by the European Commission Implementing Regulation 2015/909. HAL has also aimed to align itself with industry practice, primarily Network Rail, HS1 and CCOS (Crossrail Central Operating Section).

A summary of the exercise performed is provided below.

Steps 1 to 3 involve classifying costs according to their location, nature, and driver:

1. HAL has disaggregated the expenditure according to the specific location on HAL’s network to ensure charges paid by each train operating company reflect the specific facilities used. The network has been split into six different locations; these are listed below:
  - Section of track:
    - HAL junction to the Central Terminal Area (CTA).
    - From CTA to Terminal 5 (T5) station and.
    - From CTA to Terminal 4 (T4) station
  - Station:
    - CTA station.
    - T4 station; and
    - T5 station

For example:

Cost item	Location	Apportionment basis
Switch maintenance	CTA to T4 and CTA to T5.	Number and location of switches
Infrastructure inspection costs	All track sections	Track length

2. HAL has categorised all costs relating to track access according to their nature as defined by the ORR:
  - Directly incurred costs, those costs that vary with usage and directly result from operating the train services; train movements or train weight and.
  - Other costs, including capacity driven costs, which need to be incurred to generate the structural capacity to provide rail services but that do not vary in the short run with usage.

For example:

Cost item	Location	Nature
Switch maintenance	CTA to T4 and CTA to T5	Directly incurred
Infrastructure inspection costs	All track sections	Fixed

3. HAL has identified the driver for each cost. Attributing directly incurred costs to their short-run drivers and other (fixed or capacity driven) costs to their long-run drivers has helped to allocate costs appropriately among users of the network. The costs drivers identified are:
  - Train movements; and.
  - Train type (train weight)

For example:

Cost item	Location	Nature	Driver
Switch maintenance	CTA to T4 and CTA to T5	Directly incurred	Train type (train weight)
Infrastructure inspection costs	All track sections	Fixed	Train movements



4. HAL has also undertaken an exercise to consider the degree of variability of each cost item to a change in traffic to ensure the appropriate attribution of costs to directly incurred or fixed costs.

Having classified costs according to location, nature and driver and apportioned the identified costs, the next steps of the exercise involved calculating unit costs and translating them into charges for specific parts of the network.

5. Each cost has been divided by the value of its main driver; either train movements or train type to calculate a cost per unit for each item/driver.

For example:

Driver	Unit costs calculation
Train movements	Infrastructure inspection cost divided by forecast total train movements per track section
Train type (train weight)	Switch maintenance costs divided by forecast tonnage per track section

6. HAL has aggregated all unit costs that share the same cost driver, in order to get a total unit cost per driver, per location and per cost nature.

For example, for CTA to T4 track:

Location	Nature	Driver	Total unit costs
CTA to T4 track	Directly incurred	Train movements	Unit costs driven by train movements
	Fixed (i.e. not directly incurred)	Train movements	Unit costs driven by train movements
	Directly incurred	Train type (train weight)	Unit costs driven by train weight
	Fixed (i.e. not directly incurred)	Train type (train weight)	Unit costs driven by train weight

7. The last step of the exercise is to convert the costs into charges. This is done according to the nature of the costs and the location of the costs and following ORR guidance. More detail on the track access, station access and other charges is provided in the following sections.

## 6.4 Track Access Charges

In order to provide transparency and ensure HAL meets its obligations in respect of non-discriminatory access and costs reflectiveness, the track access charge will include the following elements:

- o Variable Usage Charge (VUC)
- o Fixed Track Access Charge (FTAC)

### Track Access Charges

Location	Directly Incurred	Fixed (i.e. not directly incurred)
Track – Spur to CTA	Variable Usage Charge (VUC)	Fixed Track Access Charge (FTAC)
Track – CTA to T4	Variable Usage Charge (VUC)	Fixed Track Access Charge (FTAC)
Track – CTA to T5	Variable Usage Charge (VUC)	Fixed Track Access Charge (FTAC)

### 6.4.1 Variable Usage Charge (VUC)

This charge is defined to recover all operational, maintenance and renewal costs that are directly incurred as a result of operating a train service. As described in the methodology section the VUC payable by each train operating the network would change according to the part of the network they operate and the relevant cost driver.

HAL implements the VUC on a per train movement basis.

### 6.4.2 Fixed Track Access Charge (FTAC)

This charge is defined to recover the operational, maintenance and renewals costs that do not vary as a result of operating a train service (not directly incurred costs). As described in the methodology section the FTAC payable by each train operating network would change according to the part of the network they operate, the projected number of trains and the weight of the trains used.

HAL implements the FTAC on a per train movement basis.

The recovery of these charges will be by way of mark-up and is subject to the approval of the ORR and will only be levied on segments of the market deemed by the ORR capable of bearing the cost in accordance with paragraph 2 of Schedule 3 of the Regulations. The list of market segments subject to the mark-up is as follows:

- passenger services within the framework of a passenger services contract; and
- other passenger services.

## 6.5 Station Access Charges

In addition to the track access charges, the Regulations provide for entitlements to track access to facilities and supply of services as set out in section 5.3. In the case of HAL, the only relevant charges under this heading relate to passenger stations (traction electricity is addressed separately). Under the Regulations, HAL may recover the costs associated with passenger stations and applies the following charges:

- Station Long Term Charge
- Qualifying Expenditure (QX)

These charges are discussed below.

### 6.5.1 Station Long Term Charge (SLTC)

This charge is defined to recover the operational, maintenance and renewals costs that do not vary as a result of operating a train service. This charge is analogous to the FTAC but for those costs incurred at the stations. As described in the methodology section, the SLTC payable by each train operating network would change according to the station used and the projected number of trains.

HAL implements the SLTC on a per train movement basis.

### 6.5.2 Qualifying Expenditure (QX) for stations

Qualifying Expenditure (QX) recovers the operating costs of common amenities at CTA station, T4 station and T5 station managed by HAL. This includes costs to cover station cleaning, refuse collection and disposal and provision of staff. It consists of a fixed element for the Charging Period and management fee element which is levied as a percentage of the fixed QX charge and recovers indirect central costs and overheads that arise from operating the HAL stations. The QX management fee also includes a profit element which aims to recover the risk associated with providing 'QXable' services on a fixed term basis.

## 6.6 Track Access Charges and Station Access Charges

As a result of the application of the methodology prescribed above, the price list published on the website outlines the Track Access Charges and Station Access Charges applicable for the Charging Period (subject to RPI indexation and Charges Review Events). The charges will be applied equally and on a non-discriminatory basis to all operators in all relevant market segments in accordance with the Regulations

### 6.6.1 Changes to charges

The charges are fixed for the Charging Period. However, HAL may review the charges on the occurrence of a number of “Changes in Circumstances” as follows:

- changes in utilisation (number of train passenger slots) greater or lesser than 5%.
- a change in law or regulation or regulatory decision (including ORR review of HAL charges and approval of mark-ups pursuant to paragraph 2 of Schedule 3 of the Regulations); and
- a general “catch-all” review mechanism subject to the agreement of HAL and all train operators.

Any review following such an event will incorporate a consultation period with beneficiaries and interested parties, with final charges to be issued by HAL no less than 60 days before implementation, as set out in the Track Access Agreement and Station Access Agreement.

### 6.6.2 RPI

During the charging period, the charges will be amended on 1 January each year to reflect inflation indexed to the Retail Prices Index.

The latest HAL Price list can be found at:

<https://www.heathrow.com/company/about-heathrow/rail-regulation>

## 6.7 Traction Electricity (EC4T) Charges

The supply and payment of energy consumption for traction power on HAL infrastructure (EC4T charges) will be governed by a separate tripartite agreement and excluded from the track access charges and station charges. Traction power will be supplied by Network Rail and billing of the consumption is subject to a separate tripartite between Network Rail, HAL, and Train Operating Companies.

Tripartite agreement can be found on the Heathrow Rail Regulation website:

<https://www.heathrow.com/company/about-heathrow/rail-regulation>

## 6.8 Performance Scheme

The Regulations require the Infrastructure Manager to establish a performance scheme as part of its charging system. The performance scheme must be designed so that railway undertakings and the Infrastructure Manager are incentivised to minimise disruption and improve the performance of the railway network.

Details of the performance scheme can be found in part B of the HAL Network Code this can be found:

[https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/about/Heathrow-Network-Code-2017\\_final.pdf](https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/about/Heathrow-Network-Code-2017_final.pdf)

### 6.8.1 Schedule 8

Schedule 8 of the Track Access Contract (TAC) sets out a framework by which payments are made by either party if HAL or a Railway undertaking causes delays above their respective benchmarks. Payments are received when delays caused by a given party are below benchmark.

The performance regime has three key functions:

1. To reduce train operators’ exposure to losses that arise from delay and cancellations that they cannot control, by compensating them for losses incurred as a result of delay. This reduces their level of risk from operating and investing in the industry.
2. To provide HAL with financial incentives to reduce the delay they cause to train operators.
3. To provide operators with financial incentives to reduce the delay they cause to other operators.

Schedule 8 payments are based on attributed delay, benchmarks, and payment rates: if a party causes more delay than its benchmarked amount, it pays an amount equal to the excess delay multiplied by a payment rate. Payments are

determined formulaically (instead of requiring parties to negotiate actual losses for each delay), as a function of a payment rate and how actual performance compares to a benchmark level. This formulaic system reduces the administrative and legal costs that would be incurred if parties were required to make a claim for each individual incident.

### **6.8.2 Measurement**

The performance of the HAL infrastructure is captured within the NR monitoring systems. The process of capture and fault designation will continue in place and will be reported and managed on behalf of HAL by NR. The process reflects the current general practise throughout the wider UK rail network.

The performance of the service will be measured in terms of its punctuality in accordance with the published timetable. Railway undertakings will compensate HAL for its delays/cancellations to itself enabling HAL to compensate other railway undertakings delayed by the offending train undertaking.

### **6.8.3 Calculation**

Railway undertaking payment rates will be calculated based on an estimate of the impact of the performance of the relevant railway undertaking on other service operators using the HAL infrastructure, taking account of HAL's liability to those other operators. The payment rates will be based on minutes late x £ per minute / movement / journey time levied after 3 minutes delay. Any train delayed later than the service following will be considered a cancelled service for the purpose of determining the Payment Rate and will be subject to the cancellation levy equal to an additional movement charge. Changes to this methodology will be proposed and consulted via railway industry forums.

### **6.8.4 Restriction of Use**

Where a Restriction of Use takes place, HAL will compensate train operators at a rate agreed within the relevant TAC.

### **6.8.5 Valuation of Performance**

Where any delay is attributed to a HAL infrastructure failure and causes late presentation of a train to the Wider UK Rail Network, HAL will compensate train undertakings at a rate agreed within the relevant NR TAC.

### **6.8.6 Recalibration and review**

The performance regime can be reviewed after a material change or if the Wider UK Rail Network regime is altered in any way.

## Annex A – Schedule of dates, timetabling process

Timetable dates from 2020 (as published on the Network Rail website).

<https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/>

The timetable below is provided by Network Rail for the wider UK rail network and will apply to the HAL infrastructure. Any replacement or modified timetable issued by Network Rail in accordance with the applicable procedures for such replacement will have effect under the HAL Network Statement.

**Timetable Change Dates: 2022 – 2023**

Year	Principal Change	Subsidiary Change
2022	Sunday 12 December 2021	Sunday 15 May 2022
2023	Sunday 11 December 2022	Sunday 21 May 2023

**Leaf Fall Timetables (Suggested Start Dates)**

Subsidiary 2022	Sunday 9 October 2022
Subsidiary 2023	Sunday 8 October 2023

**TIMETABLE DEVELOPMENT DATES – December 2022 Timetables**

Timetable Development Dates	Principal Change	Subsidiary Change
D73 - Formal Notification of Process Dates	16/07/2021	
<b>International Freight Train Notice</b>		
D70 Issue the Draft International Freight Train Notice	06/08/2021	
D70 to D65 Consult the Draft International Freight Train Notice	10/09/2021	
D60 Issue the Final International Freight Train Notice	15/10/2021	
<b>Revision of Timetable Planning Rules</b>		
D64 – Start of NR Consultation of Proposed Changes to Rules	17/09/2021	
D60 – End of NR consultation of proposed changes to Rules	15/10/2021	
Rules to Planning Publications	13/10/2021	
D59 – Publish ‘Draft Rules’	22/10/2021	
D54 – Operator Responses to ‘Draft Rules’	26/11/2021	
D54 to D44 – NR review Operator Responses		
Rules to Planning Publications	26/01/2022	
D44 – Publish ‘Final Rules’	04/02/2022	
D41 – End of Appeal Period ‘Final Rules’	25/02/2022	
<b>Initial Consultation Period</b>		
D64 – Publication of draft Calendar of Events	17/09/2021	
D55 – Publication of Strategic Capacity Statement	20/11/2021	
D55 – Notification by TT Participants of major TT changes	19/11/2021	
D55 – Start of Initial Consultation Period	19/11/2021	
D54 – Publication of Final Calendar of Events	26/11/2021	
D45 – NR to provide copy of ‘Prior Working Timetable’	28/01/2022	
D48 – Notification of Provisional International Paths	07/01/2022	
D34 – Priority Date	15/04/2022	

<b>Risk Management</b>		
D56 – Train Plan Hazard Identification (TP-Hazid)	12/11/2021	
D38 – Train Plan Risk Assessment and Mitigation (TP-RAM)	18/03/2022	
D32 – Train Risk Evaluation Panel (TP-REP)	29/04/2022	
D30 – Train Plan Risk Assurance Panel (TP-RAP)	20/05/2022	
<b>Timetable Preparation Period</b>		
D40 – Start of Timetable Preparation Period	04/03/2022	
D34 – Operators Expected to make Timetable Bid	15/04/2022	
D32 – NR Provide Assessment of bids made at D34	29/04/2022	
D27 – HAL to provide final Instruction to NR on Offer made for Dec22	01/06/2022	
D23 – NR Publish New Working TT	01/07/2022	
D21 – Operator responses to New TT	15/07/2022	
D19 – End of Appeal Period ‘New Working Timetable’	29/07/2022	
D15 - Timetable Briefing process complete	26/08/2022	
D14 - CIF Electronic Data available	02/09/2022	
D9 - Timetable Extract taken for NRT Edit	08/10/2022	
D8 - Corresponding Day Timetable Dates Proposed to Operators	14/10/2022	
D4 - NRT Data sent to publishers	11/11/2022	
Timetable Commencement Date	11/12/2022	
Timetable End Date	20/05/2023	

### Bank and Public Holidays 2022 – 2023

<b>Bank and Public Holidays</b>	<b>2022</b>	<b>2023</b>
New Year’s Day	1 January	1 January
2 January (Scotland)	2 January	2 January
3 January (Nationwide)	3 January	
4 January (Scotland)	4 January	
Good Friday	15 April	7 April
Easter Monday	18 April	10 April
May Day Holiday	2 May	1 May
Spring Holiday	30 May	29 May
Late Summer Holiday (Scotland)	1 August	28 August
Late Summer Holiday (England & Wales)	29 August	28 August
Christmas Day	25 December	25 December
Boxing Day	26 December	26 December
Christmas Holiday	27 December	
Boxing Day Holiday		

### Days Covered by Bank Holiday Excepted (BHX)

New Year’s Day
Good Friday
Easter Monday
May Day Monday
Spring Holiday Monday
Late Summer Holiday Monday
Christmas Day
Boxing Day
Christmas Holiday (2021)
Boxing Day Holiday (2021)
Christmas Holiday (2022)

### Subsidiary Timetable Change May 2022 Revision Schedule

Week No	Timetable Week Comm.	Network Rail Proposals for Restrictions of Use issued by	Amendments to Network Rail Proposals for Restrictions of Use issued by	Requirements for Revised Access Proposals Issued by	Revised Access Proposals Submitted by	Network Rail Notifies Decisions by	Network Rail Variations published by
		TW-30	TW-26	TW-22	TW-18	TW-14	TW-12
8	14/05/2022	15/10/2021	12/11/2021	10/12/2021	08/01/2022	05/02/2022	19/02/2022
9	21/05/2022	22/10/2021	19/11/2021	17/12/2021	15/01/2022	12/02/2022	26/02/2022
10	28/05/2022	29/10/2021	26/11/2021	24/12/2021	22/01/2022	19/02/2022	05/03/2022
11	04/06/2022	05/11/2021	03/12/2021	31/12/2021	29/01/2022	26/02/2022	12/03/2022
12	11/06/2022	12/11/2021	10/12/2021	07/01/2022	05/02/2022	05/03/2022	19/03/2022
13	18/06/2022	19/11/2021	17/12/2021	14/01/2022	12/02/2022	12/03/2022	26/03/2022
14	25/06/2022	26/11/2021	24/12/2021	21/01/2022	19/02/2022	19/03/2022	02/04/2022
15	02/07/2022	03/12/2021	31/12/2021	28/01/2022	26/02/2022	26/03/2022	09/04/2022
16	09/07/2022	10/12/2021	07/01/2022	04/02/2022	05/03/2022	02/04/2022	16/04/2022
17	16/07/2022	17/12/2021	14/01/2022	11/02/2022	12/03/2022	09/04/2022	23/04/2022
18	23/07/2022	24/12/2021	21/01/2022	18/02/2022	19/03/2022	16/04/2022	30/04/2022
19	30/07/2022	31/12/2021	28/01/2022	25/02/2022	26/03/2022	23/04/2022	07/05/2022
20	06/08/2022	07/01/2022	04/02/2022	04/03/2022	02/04/2022	30/04/2022	14/05/2022
21	13/08/2022	14/01/2022	11/02/2022	11/03/2022	09/04/2022	07/05/2022	21/05/2022
22	20/08/2022	21/01/2022	18/02/2022	18/03/2022	16/04/2022	14/05/2022	28/05/2022
23	27/08/2022	28/01/2022	25/02/2022	25/03/2022	23/04/2022	21/05/2022	04/06/2022
24	03/09/2022	04/02/2022	04/03/2022	01/04/2022	30/04/2022	28/05/2022	11/06/2022
25	10/09/2022	11/02/2022	11/03/2022	08/04/2022	07/05/2022	04/06/2022	18/06/2022
26	17/09/2022	18/02/2022	18/03/2022	15/04/2022	14/05/2022	11/06/2022	25/06/2022
27	24/09/2022	25/02/2022	25/03/2022	22/04/2022	21/05/2022	18/06/2022	02/07/2022
28	01/10/2022	04/03/2022	01/04/2022	29/04/2022	28/05/2022	25/06/2022	09/07/2022
29	08/10/2022	11/03/2022	08/04/2022	06/05/2022	04/06/2022	02/07/2022	16/07/2022
30	15/10/2022	18/03/2022	15/04/2022	13/05/2022	11/06/2022	09/07/2022	23/07/2022
31	22/10/2022	25/03/2022	22/04/2022	20/05/2022	18/06/2022	16/07/2022	30/07/2022
32	29/10/2022	01/04/2022	29/04/2022	27/05/2022	25/06/2022	23/07/2022	06/08/2022
33	05/11/2022	08/04/2022	06/05/2022	03/06/2022	02/07/2022	30/07/2022	13/08/2022
34	12/11/2022	15/04/2022	13/05/2022	10/06/2022	09/07/2022	06/08/2022	20/08/2022
35	19/11/2022	22/04/2022	20/05/2022	17/06/2022	16/07/2022	13/08/2022	27/08/2022
36	26/11/2022	29/04/2022	27/05/2022	24/06/2022	23/07/2022	20/08/2022	03/09/2022
37	03/12/2022	06/05/2022	03/06/2022	01/07/2022	30/07/2022	27/08/2022	10/09/2022

\*\* Subsidiary Change 2022 Timetable commences 15/05/2022

\* Principal Change 2023 Timetable commences 12/12/2022