# Heathrow Airport Ltd – Rail Network Statement

Year ended 31 December 2019

# Heathrow Network Statement - Rail

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## Glossary of Terms

| | |
|---|---|
| CSR | means Cab Secure Radio |
| CTA | means Central Terminal Area |
| 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 facility owner and which is situated in England |
| Heavy Rail Station | means HAL infrastructure station differentiating from the London Underground station |
| HECR | means Heathrow Express Control Room |
| HEOC | means Heathrow Express Operating Company |
| LUL | means London Underground Limited |
| NR | means Network Rail Infrastructure Limited |
| ORR | means Office of Rail and Road |
| Principal Change Date | means the date the working timetable comes into force annually |
| 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 TAC |
| 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 abuts |

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

## 1 General

### 1.1 Company Information

Heathrow Airport is owned and operated by HAL. Heathrow is a subsidiary of Heathrow (SP) Limited and, together with the issuer, Heathrow (AH) Limited and HEOC constitutes the "**Group**".

LHR Airports Limited ("**LHR Airports**") employs staff for HAL and provides services at Heathrow airport as well as central support services for HAL and HEOC. Unlike HAL, HEOC employs its own staff. HEOC, a wholly owned subsidiary of HAL, undertakes the operation of the Heathrow Express rail service. HAL owns the rail infrastructure on which the Heathrow Express rail service is operated other than that section of the route owned and operated by NR.

### 1.2 Introduction

#### 1.2.1 Infrastructure

HAL is the owner of the HAL infrastructure and NR is the 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 below shows how the HAL infrastructure is constructed.

The "HAL Network Systems" table provides information on the owner, operating, managing and maintaining party

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## Diagram of HAL infrastructure

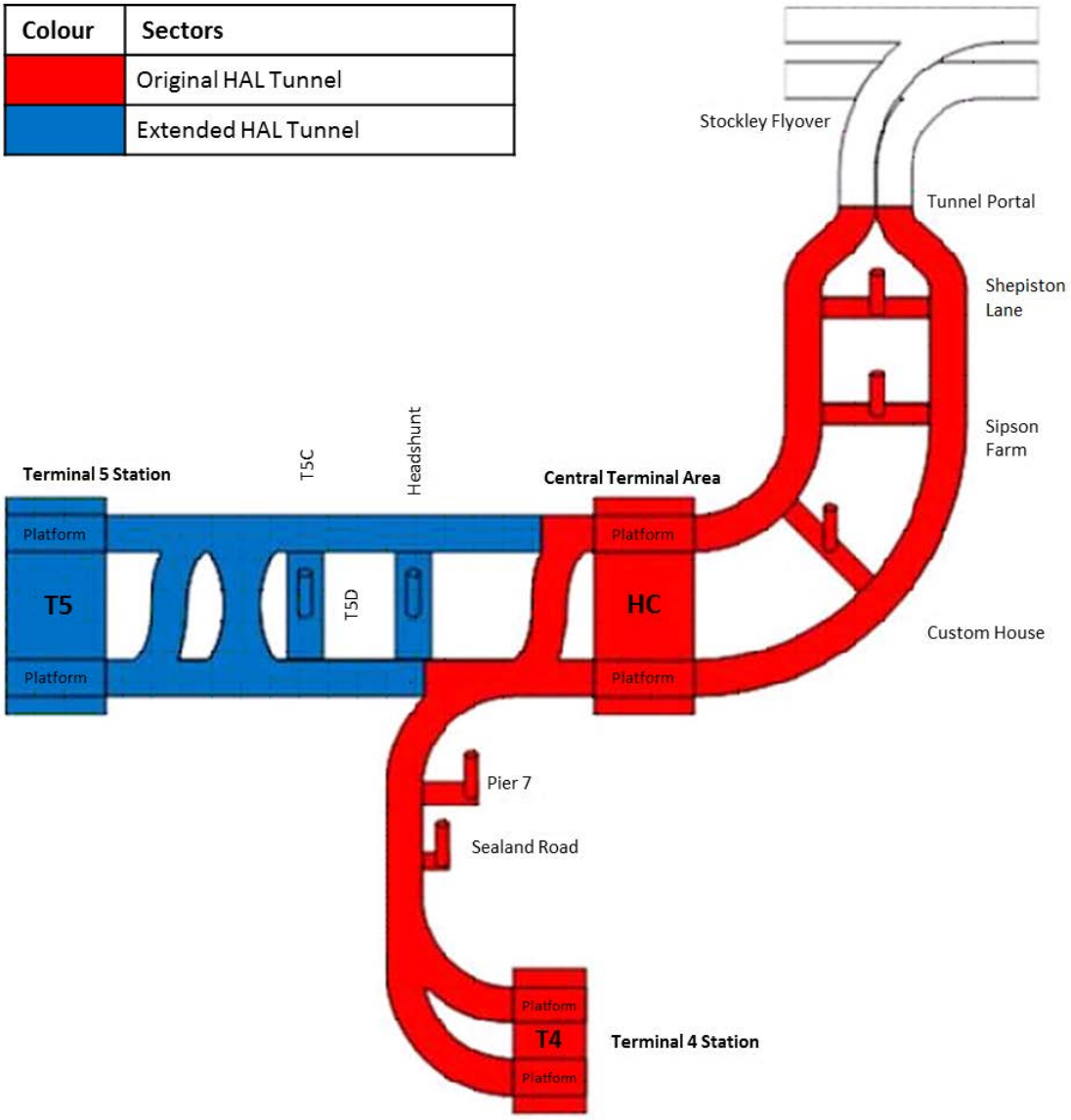


**Figure 1**

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 1, 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 platforms, with the T5 station having potential to increase capacity to four platforms if required.

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## HAL Network Systems

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

***** under ROGS, Network Rail are the IM for the track infrastructure and hold the safety authorisation from the ORR

**Figure *2***

### 1.2.2 Current Services

There are two services currently running on the HAL infrastructure;

- **Heathrow Express** – a non-stopping service between London Heathrow Airport and Paddington operated by the HEOC. It is an open access operator and not subject to franchising. It runs every fifteen minutes throughout the day and evening.
- **Heathrow Connect** - provided jointly by HEOC and First Great Western, connecting Heathrow Airport with Paddington station. The service follows the same route as the non-stop Heathrow Express service calling at intermediate stations between the airport and Central London. It runs every half-hour throughout the day and evening.

Note that Heathrow Connect is scheduled to cease in May 2018 upon the introduction of the Elizabeth Line services.

- **Elizabeth Line** – an MTR operated stopping service connecting Heathrow Airport with Paddington station following the existing Connect route and running every 15 minutes throughout the day and evening. A change to this service is scheduled in December 2019 with the introduction of services running onwards through the Crossrail Central Operating Section.

## 1.3 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.

## 1.4 Legal Framework

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

Heathrow Express is exempted from designation under section 23(1) of the Railways Act 1993 in relation to passenger services eligible for franchising.

### 1.4.1 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.

## 1.5 Legal Status

### 1.5.1 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 into a contract. However, when a railway undertaking enters into 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.

### 1.5.2 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.

### 1.5.3 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.

## 1.6 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.

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## 1.7 Validity and Updating Process

### 1.7.1 Validity Period

This Network Statement is valid until 31 December 2019 and will be reviewed annually.

### 1.7.2 Updating Process

This Network Statement will be updated and re-published on the HAL web site http://www.heathrow.com/company/company-news-and-information/rail-regulation as and when changes are made.

## 1.8 Contact and further details

All access documentation is available on the Heathrow website http://www.heathrow.com/company/company-news-and-information/rail-regulation

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

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

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## 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 Infrastructure Management Agreement and Connection Agreement between HAL and NR.

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 into 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.

#### 2.2.2 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.

#### 2.2.3 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.

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.

### 2.2.4 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.

### 2.2.5 Insurance

A railway undertaking's licence (or SNRP) will specify the requirements to be imposed on the railway undertaking with regard to 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.

## 2.3 General Business/Commercial Conditions

### 2.3.1 Access Contracts

Except for emergency access, each applicant must enter into 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 Manager at the earliest opportunity to discuss the requirements.

### 2.3.2 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.

## 2.4 Operational Rules

### 2.4.1 Engineering Access Statement

The Engineering Access Statement sets out the rules regulating access to the HAL infrastructure when affected by inspection, maintenance, renewal or other works. The statement is set by NR as HAL's appointed asset manager.

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.

### 2.4.2 Framework Capacity Statement

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HAL has an obligation to produce a Framework Capacity Statement under the Commission Implementing Regulation 2016/545 and this can be found on the Heathrow Rail Regulation website at: http://www.heathrow.com/company/company-news-and-information/rail-regulation

### 2.4.3 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 subsequent to 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.

### 2.4.4 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. The obligations within the HEP are sub contracted out to HEOC. 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

### 2.4.5 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.

The HAL SMS and technical specifications can be found on the HAL website **www.heathrow.com/rail-regulation**

## 2.5 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. In the unlikely event that HAL imposes a more onerous requirement than NR, further confirmations, information or tests may be required.

### 2.5.1 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.

The HAL-ARP shall work in accordance with the principles of "Engineering Safety Management" [20], CENELEC Standards BS EN 50126, 50128 and 50129 [17,18,19], ORR Approvals Process, Construction (Design and Management) Regulations [22], EC Directive for Conventional railway routes [23] and HMRI Railway Safety Principles and Guidance Blue Book [24], and in accordance with the processes defined in the HAL-ARP Terms of Reference and Process, and their relevance to HAL owned assets and HAL operations.

# 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 T4; and
- T5 station for connections to T5.

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 2*.

## 3.3 HAL Infrastructure Description

### 3.3.1 Rail Tunnels

The northern tunnel is generally used for trains travelling towards London with the southern tunnel used for Heathrow-bound services. 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.

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 HECR.

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.

In addition, further technical information is available in the NR 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 are sub-contracted to HEOC.

Access to the stations is managed by HEOC on behalf of HAL. 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 which are not supported by automatic ticket gatelines. In May 2018, gatelines will be introduced into Heathrow rail stations. 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 the NR standard 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 other services.

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. At the southern end of the platform and concourse tunnel a combination of lifts and escalators lead to the passenger subways giving access to Terminal 3. At the northern end lifts and escalators give access 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 and 200m respectively, separated for part of their length by a concourse tunnel. Access and egress is 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 only available to those with security clearance who have completed the access protocols.

### 3.3.3 Rail Control Centres

There are two control centres managing the activities on the HAL infrastructure. For train interface, and tunnel control and operational access to the infrastructure the control is managed from the CTA. Train-running control is managed in NR's control centre in Swindon.

### 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. In 2018, this system will be superseded by the new signalling system, known as the ETCS, currently under deployment and testing on Hal infrastructure. The infrastructure allows permissive working all platforms. ETCS will be installed as an overlay system initially to enable ETCS fitted trains to run on the infrastructure.

### 3.3.6 Communication Systems

The current communication system in use is CSR. This system interfaces with the signalling train describer system and allows signalling staff to address drivers of individual trains. GSM-R is being introduced to the infrastructure and will supersede CSR in 2018.

### 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 NR.

## 3.4 Investments and Enhancements to HAL Infrastructure

Where investment in, or enhancements to, the HAL infrastructure are proposed by either party, 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 into 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.

## 4.3 Sub-contracting

HAL will sub-contract out the responsibilities for managing access 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. Details of NR's timetabling process are set out in Annex A.

## 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.

Each year HAL circulates 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. HAL consults with access right holders from October to March for the following December timetable when 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.

HAL or 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:

- The HAL Engineering Access Statement
- Timetable Planning Rules
- Working timetable and variations to the working timetable
- Possession strategy notices
- Sectional appendix
- Weekly operating notices

- Performance Data Accuracy Code
- Delay Attribution Guide
- Railway Operational Code
- Railway Systems Code

### 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 at all times 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 local operational 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.

### 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 at this time. However, should there be congestion, HAL will review the situation in accordance with the Approach to Capacity Management.

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.

## 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, an 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 maintenance and renewals plan. 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.

### 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 the Operational Resilience Plan 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 HAL 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 excluded from the track access charges and station charges.

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

### 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 1st January 2019 until 31st 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 TAC and SAC.

## 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 time 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 (i.e. this will cover anticipated Crossrail services); and
- other passenger services (i.e. this will cover anticipated HEX services).

An application has been submitted to the ORR for consideration to obtain full recovery of costs incurred by HAL and the final decision is outstanding. HAL has separately published a revised price list which sets out the maximum level of charges which will be levied by HAL for the services, such costs being subject to the approval of the ORR.

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

HAL, in its role as infrastructure manager, 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.

Heathrow will perform a contractual 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, whichever is soonest. 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 take into account:

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 in order 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 costs. 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 then 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 it obligations in respect of non-discriminatory access and costs reflectiveness, the track access charge will include the following elements:

- Variable Usage Charge (VUC)
- 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 is implementing 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 particular weight of the trains used.

HAL is implementing 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 (i.e. this will cover anticipated Crossrail services); and
- other passenger services (i.e. this will cover anticipated HEX services).

HAL has separately published a revised price list which sets out the maximum level of charges which will be levied by HAL for the services, such costs being subject to the approval of the ORR. Subject to ORR approval, HAL intends to introduce the mark-up from 1 January 2019.

## 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 is implementing 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[1]:

### 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.

## 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.

## 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.

### 6.8.1 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.

# Heathrow Network Statement - Rail

Railway undertakings will compensate HAL for its delays/cancellations to itself enabling HAL to compensate other railway undertakings delayed by the offending train undertaking.

### 6.8.2 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.

### 6.8.3 Restriction of Use

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

### 6.8.4 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.

### 6.8.5 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.

# Heathrow Network Statement - Rail

# Annex A – Schedule of dates, timetabling process

Timetable dates for 2018 (Extract from NR Production Schedule covering 2017 to 2019)

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

# TIMETABLE DEVELOPMENT DATES – December 2018 and May 2019 TIMETABLES

| Timetable Development Dates | Principal Change | Subsidiary Change |
|---|---|---|
| | | |
| D73 - Formal Notification of Process Dates | 14/07/2017 | |
| **Revision of Timetable Planning Rules** | | |
| D64 – Start of NR Consultation of Proposed Changes to Rules | 15/09/2017 | 23/02/2018 |
| D60 – End of NR consultation of proposed changes to Rules | 13/10/2017 | 23/03/2018 |
| D59 – Publish 'Draft Rules' | 20/10/2017 | 30/03/2018 |
| D54 – Operator Responses to 'Draft Rules' | 24/11/2017 | 04/05/2018 |
| D54 to D44 – NR review Operator Responses | | |
| D44 – Publish 'Final Rules' | 02/02/2018 | 13/07/2018 |
| D41 – End of Period in which an appeal can be made for the 'Final Rules' | 23/02/2018 | 03/08/2018 |
| **Initial Consultation Period** | | |
| D55 – Publication of Strategic Capacity Statement | 17/11/2017 | 27/04/2018 |
| D55 – Notification by TT Participants of major TT changes<br>* Timetable Participants will submit template circulated on 30th September 2016 covering known significant timetable changes (as defined within the template) for the Principal 2018 Timetable Period.<br>** Timetable Participants will submit template circulated on 10th March 2017 covering known significant timetable changes (as defined within the template) for the Subsidiary 2018 Timetable Period. | 17/11/2017 | 27/04/2018 |
| D55 – Start of Initial Consultation Period | 17/11/2017 | 27/04/2018 |
| D48 – Notification of Provisional International Paths | 26/01/2018 | 06/07/2018 |
| D45 – NR to provide copy of 'Prior Working Timetable' | 05/01/2018 | |
| D40 – Priority Date | 02/03/2018 | 10/08/2018 |
| **Timetable Preparation Period** | | |
| D40 – Start of Timetable Preparation Period | 02/03/2018 | 10/08/2018 |
| D37 - Timetable Change Risk Assessment Group | 23/03/2018 | 31/08/2018 |
| D32 - Timetable Change Assurance Group | 27/04/2018 | 05/10/2018 |
| D26 – NR Publish New Working TT | 08/06/2018 | 16/11/2018 |
| Timetable Commencement Date | 09/12/2018 | 19/05/2019 |
| Timetable End Date | 18/05/2019 | 15/12/2019 |
| **Other Notable Dates (Non Contractual)** | | |
| New WTT and associated system files available to ATOC | 08/06/2018 | 16/11/2018 |
| Operator responses to New WTT | 22/06/2018 | 30/11/2018 |
| D22 – End of Appeal Period 'New Working Timetable | 06/07/2018 | 14/12/2018 |
| D15 - Timetable Briefing process complete | 24/08/2018 | 01/02/2019 |
| D14 - CIF Electronic Data available | 31/08/2018 | 08/02/2019 |
| D9 - Timetable Extract taken for NRT Edit | 05/10/2018 | 15/03/2019 |
| D8 - Corresponding Day Timetable Dates Proposed to Operators | 12/10/2018 | 22/03/2019 |
| D4 - NRT Data sent to publishers | 09/11/2018 | 19/04/2019 |
| **Calendar of Events (D7)** | | |
| D64 – Publication of draft Calendar of Events | 15/09/2017 | 23/02/2018 |
| D54 – Publication of Final Calendar of Events | 24/11/2017 | 04/05/2018 |
| **International Freight Train Notice (D9)** | | |
| D70 Publish the Initial International Freight Train Notice | 04/08/2017 | |
| D70 to D65 NR Consult the Initial International Freight Train Notice | 08/09/2017 | |
| D60 NR to provide an updated International Freight Train Notice | 13/10/2017 | |

Extract from NR Production Schedule covering 2017 to 2019