



Proposed Framework Track Access Agreement  
**HS1 & London & South Eastern Railway Ltd**

**Network Statement & Related Arrangements  
Consultation**

**June 2009**



**FRAMEWORK TRACK ACCESS AGREEMENT  
FOR PASSENGER SERVICES**

**Dated**

[       ]

**Between**

**HS1 LIMITED**

**and**

**LONDON & SOUTH EASTERN RAILWAY LIMITED**

**Note: All financial and performance-related figures provided in this Agreement are indicative and subject to change to reflect the outcome of the consultation on, amongst other things, the Network Statement and this Agreement commenced by HS1 Limited in June 2009. HS1 Limited confirms that track charges specific to London & South Eastern Railway Limited (in common with all international and domestic operators) will be determined on the basis set out in the finalised Network Statement.**



THIS AGREEMENT is made the [ ] day of [ ]

BETWEEN:

- (1) HS1 Limited, a company registered in England under number 03539665 having its registered office at 3rd Floor, Eversholt Street, London, NW1 1AY ("**HS1 Co**"); and
- (2) London & South Eastern Railway Limited, a company registered in England and Wales under number 04860660 having its registered office at 3rd Floor, 41-51 Grey Street, Newcastle upon Tyne, NE1 6EE (the "**Train Operator**").

WHEREAS:

- (A) HS1 Co is the owner of the Network; and
- (B) HS1 Co has agreed to grant to the Train Operator permission to use certain track comprised in the Network on the terms and conditions of the Contract.

IT IS AGREED AS FOLLOWS:

## **1 INTERPRETATION**

- 1.1 In this Agreement, the "Terms" means the HS1 Passenger Access Terms being at the date of this Agreement the edition of the HS1 Passenger Access Terms initialled by the parties for the purpose of identification.
- 1.2 This Agreement shall be interpreted in accordance with the HS1 Network Code and the Terms, for which purpose terms defined therein shall have the same meaning in this Agreement, unless this Agreement expressly provides to the contrary.
- 1.3 Save to the extent expressly provided to the contrary, references to "the Contract" shall include this Agreement (including the Schedules to this Agreement), the Terms, the HS1 Network Code and the HS1 Operational Codes and a reference to a Schedule to the Contract shall be construed to mean a Schedule to this Agreement.
- 1.4 Reference to HS1 Co and the Train Operator is to their respective successors and permitted assigns.

## **2 TERMS, HS1 NETWORK CODE & HS1 OPERATIONAL CODES**

### **2.1 Incorporation**

Subject to Clause 2.4, the Terms, the HS1 Network Code and each of the HS1 Operational Codes are incorporated in and form part of this Agreement.

### **2.2 Modifications to the Terms, the HS1 Network Code & the HS1 Operational Codes**

If the Terms, the HS1 Network Code and/or the HS1 Operational Codes are modified at any time, this Agreement shall have effect with the modification from the date that such modifications come into force.



### 2.3 Compliance by other operators

HS1 Co shall ensure that all operators of trains having permission to use any track comprised in the Network agree to comply with the HS1 Network Code and each of the HS1 Operational Codes.

### 2.4 Modification of the Terms

The Terms shall be amended by replacing Paragraph 1.2 of Section 5 of the Terms with the following text:

"Subject to paragraph 2 and the other provisions of the Contract, HS1 Co shall indemnify the Train Operator against all Relevant Losses resulting from:

- (a) a failure by HS1 Co to comply with its Safety Obligations;
- (b) any Environmental Damage to the Network arising:
  - (i) directly from any acts or omissions of HS1 Co;
  - (ii) from any Environmental Condition known to have existed prior to <sup>1</sup> June 2009 ;
- (c) any damage to the Specified Equipment or other vehicles or things brought onto the Network in accordance with the permission to use granted by the Contract arising directly from HS1 Co's wilful default, negligence or failure to comply with its obligations under the Contract; and
- (d) a breach by HS1 Co of the Contract."

## 3 PRECEDENCE OF DOCUMENTS

3.1 In the event of any discrepancy, inconsistency, divergence or anomaly arising between the provisions of the Contract, the order of priority shall be as follows, save where expressly provided to the contrary:

- (a) first, the HS1 Network Code;
- (b) second, this Agreement;
- (c) third, the Terms; and
- (d) fourth, the HS1 Operational Codes.

## 4 SCHEDULES TO THIS AGREEMENT

4.1 Schedules 1 to 6 (inclusive) to this Agreement shall have effect.

<sup>1</sup> This will be the date of the Preview Passenger Services TAA.

## **SCHEDULE 1: CONTRACT PARTICULARS**

1. HS1 Co's address for service of notices is:  
HS1 Limited  
73 Collier Street  
London N1 9BE  
All written notices to be marked:  
"URGENT: ATTENTION THE HEAD OF SUPPORT SERVICES"  
and, whilst it is a shareholder in HS1 Co, copied to:  
London & Continental Railways Limited  
3rd Floor  
Eversholt Street  
London NW1 1AY
  
2. The Train Operator's address for the service of notices is:  
London & South Eastern Railway Limited  
Friars Bridge Court  
41 – 45 Blackfriars Road  
London SE1 8NZ  
All written notices to be marked:  
"URGENT: ATTENTION FINANCE AND CONTRACTS DIRECTOR"
  
3. The Secretary of State's address for the service of notices is  
The Secretary of State  
Department for Transport  
76 Marsham Street  
London SW1P 4DR
  
4. Commencement Date: 13 December 2009
  
5. Expiry Date: The date six months after the earlier of the expiry date and the termination date of the Franchise Agreement (unless replaced by another franchise agreement).
  
6. Previous Access Agreement: None



## **SCHEDULE 2: THE ROUTES**

1. The Routes comprise the Main Routes in each direction as described below:
  - (a) St Pancras International to Ashford West Boundary;
  - (b) St Pancras International to Springhead Road Junction;
  - (c) St Pancras International to Temple Mills Boundary; and
  - (d) Ebbsfleet International to Church Path Pit Siding.
  
2. The Routes comprise the Diversionary Routes in each direction as described below:
  - (a) Southfleet Junction to Fawkham Junction; and
  - (b) Ashford West Junction to Ashford East Junction.

### **SCHEDULE 3: COLLATERAL AGREEMENTS**

1. An access agreement between (1) the Train Operator and (2) HS1 Co granting the Train Operator permission to use St Pancras International.
2. An access agreement between (1) the Train Operator and (2) HS1 Co granting the Train Operator permission to use Ebbsfleet International.
3. An access agreement between (1) the Train Operator and (2) HS1 Co granting the Train Operator permission to use Stratford International.
4. The CTRL Claims Allocation and Handling Agreement and the agreement under which the Train Operator agrees to become a party to the CTRL Claims Allocation and Handling Agreement.
5. The Disputes Resolution Agreement dated 18 February 1999 between the Secretary of State for the Environment, Transport and the Regions; London & Continental Railways Limited; Railtrack Group Plc and others ("Disputes Resolution Agreement"), and the agreement under which the Train Operator agreed to become a party to the Disputes Resolution Agreement.
6. The DRA Amendment Agreement between the parties to the Disputes Resolution Agreement.
7. The franchise agreement dated 29 November 2005 between (1) the Train Operator and (2) the Secretary of State under which the Train Operator undertakes to provide or procure the provision of all or a material part of the Services (or any other agreement with the Secretary of State which replaces such franchise agreement).

## SCHEDULE 4: TRACK CHARGES

### PART 1

Other Services– None

### PART 2

A	B	C	D	E	F	G	H
Service Group	Vehicle Category	IRC Per Train Per Minute	Discount Factor	Chargeable Journey Time (Minutes)	DI Costs OMRCA	LTOP Costs OMRCB	Pass Through Costs OMRCC
Ashford - St Pancras	Class 395	£69.57	1	31	£5.83	£22.44	£8.59
Springhead – St Pancras	Class 395	£69.57	1	16.5	£5.83	£22.44	£8.59
Ebbsfleet – St Pancras	Class 395	£69.57	1	14	£5.83	£22.44	£8.59
ST Pancras - Ebbsfleet	Class 395	£69.57	1	15	£5.83	£22.44	£8.59

## SCHEDULE 5: THE SERVICES AND THE SPECIFIED EQUIPMENT

### 1 Definitions

1.1 In this Schedule unless the context otherwise requires:

<b>"Arrival"</b>	means arrivals of the Specified Equipment at any of the Stations;
<b>"Bid"</b>	has the meaning ascribed to it in Part D of the HS1 Network Code;
<b>"Day"</b>	means any period of 24 hours beginning at 0200 hours and ending immediately before the next succeeding 0200 hours, and any reference in this Schedule to any named day of the week shall be to such period commencing on that named day;
<b>"Departures"</b>	means departures of the Specified Equipment from any of the Stations;
<b>"Evening Peak"</b>	means in relation to the Departures from St Pancras International, the period beginning at 1630 hours and ending at 1829 hours on each Week Day;
<b>"Firm Right"</b>	has the meaning ascribed to it in Part D of the HS1 Network Code;
<b>"Firm Train Slot"</b>	means a Train Slot to which the Train Operator has Firm Rights under the Contract and are as specified in table 2.1;
<b>"Morning Peak"</b>	means in relation to the Arrivals to St Pancras International, the period beginning at 0700 hours and ending at 0859 hours on each Week Day;
<b>"Off Peak"</b>	means Arrivals at St Pancras International during the period other than the Morning Peak and Departures from St Pancras International during the period other than the Evening Peak;
<b>"Scheduled"</b>	means, in relation to the quantum, timing or any other characteristic of a Service, that quantum, timing or other characteristic as included in the Applicable Timetable;
<b>"Service Group"</b>	means any one or more (as the context may require) of the service groups described in this Schedule 5 to the Contract;
<b>"Standard Specified Equipment"</b>	means, in respect of any Service specified in column 1 of Table 2.1, the Specified Equipment listed opposite that service in column 3 of Table 2.1;
<b>"Station"</b>	means St Pancras International, Ebbsfleet International and/or Stratford International (as the case may be);
<b>"Timetable Week"</b>	has the meaning given to it in Part D of the HS1 Network Code;
<b>"Total Operating Day"</b>	means the period beginning at 0600 hours and ending at 2330 hours on each Day;
<b>"Train Service Code" or "TSC"</b>	means the eight character code applied in the Performance Monitoring System and used to identify Services;
<b>"Week Day"</b>	means any Day (including a Public Holiday) falling within a Timetable Week, which is not a Saturday or a Sunday.



- 1.2 Unless otherwise stated, where in this Schedule a period is expressed to be between two specific times that period shall be inclusive of both such times.
- 1.3 The Train Operator's rights under this Schedule as to numbers of Firm Train Slots per Day are calculated by reference to departures from the Scheduled start point on the Day in question, notwithstanding that a Service may not be Scheduled to arrive at its end point until the immediately succeeding Day.

## 2. Firm Train Slots and Standard Specified Equipment

Table 2.1: Firm Train Slots and Standard Specified Equipment

1					2			3
Service Description : LSER SLC2 HS1 Service					Firm Train Slots			
From	To	Description	TSC	Service Group	Week Day	Saturday	Sunday	Standard Specified Equipment
Ashford West Junction	St Pancras International	Up Direction from Ashford (inbound to St Pancras)	24647000	Ashford West Junction and St Pancras ( Peak)	4	0	0	Class 395
St Pancras International	Ashford West Junction	Down Direction to Ashford (outbound from St Pancras)	24647000	Ashford West Junction and St Pancras ( Peak)	4	0	0	Class 395
Ashford West Junction	St Pancras International	Up Direction from Ashford (inbound to St Pancras)	24647004	Ashford West Junction and St Pancras ( Non Peak)	33	34	32	Class 395
St Pancras International	Ashford West Junction	Down Direction to Ashford (outbound from St Pancras)	24647004	Ashford West Junction and St Pancras ( Non Peak)	31	33	32	Class 395

Springhead Road Junction	St Pancras International	Up Direction from Springhead Road Junction (inbound to St Pancras)	24648000	Springhead Junction and St Pancras (Peak)	7	0	0	Class 395
St Pancras International	Springhead Road Junction	Down Direction to Springhead Road Junction (outbound from St Pancras)	24648000	Springhead Junction and St Pancras (Peak)	7	0	0	Class 395
Springhead Road Junction	St Pancras International	Up Direction from Springhead Road Junction (inbound to St Pancras)	24648004	Springhead Junction and St Pancras (Non Peak)	31	32	26	Class 395
St Pancras International	Springhead Road Junction	Down Direction to Springhead Road Junction (outbound from St Pancras)	24648004	Springhead Junction and St Pancras (Non Peak)	32	32	26	Class 395
Ebbsfleet	St Pancras International	Up Direction from Ebbsfleet (inbound to St Pancras)	24649000	Ebbsfleet and St Pancras Shuttle (Peak)	4	0	0	Class 395
St Pancras International	Ebbsfleet	Down Direction to Ebbsfleet (outbound from St Pancras)	24649000	Ebbsfleet and St Pancras Shuttle (Peak)	3	0	0	Class 395
Ebbsfleet	St Pancras International	Up Direction from Ebbsfleet (inbound to St Pancras)	24649004	Ebbsfleet and St Pancras Shuttle (Non Peak)	0	0	0	Class 395
St Pancras International	Ebbsfleet	Down Direction to Ebbsfleet (outbound from St Pancras)	24649004	Ebbsfleet and St Pancras Shuttle (Non Peak)	1	0	0	Class 395

### *Firm Train Slots*

- 2.1 The Train Operator has Firm Rights to the number of passenger Train Slots in the Working Timetable as listed against each Service specified in Table 2.1 under the heading "Firm Train Slots" and on the Days so listed.
- 2.2 Subject to paragraph 2.3, the Train Operator has Firm Rights to make Ancillary Movements of the Specified Equipment to the extent necessary or reasonably required to give full effect to other Firm Rights of the Train Operator, including:
  - (a) movements of the Specified Equipment for the purpose of maintenance of the Specified Equipment to and from maintenance depots;
  - (b) movements for crew training purposes; and
  - (c) empty stock movements.
- 2.3 For the purpose of paragraph 2.2, Ancillary Movements shall not include movements of rolling stock for the purpose of crew training to the extent that the rolling stock concerned has not achieved vehicle and route acceptance necessary for its use in the carriage of passengers on the Route concerned.
- 2.4 Subject to paragraph 2.5, the entitlement of the Train Operator to Firm Train Slots on any Public Holiday will be in accordance with the Firm Train Slots specified in Table 2.1 for the Day of the week on which the Public Holiday falls.
- 2.5 The Network will be closed on 25 December every year and save as otherwise agreed in writing the Train Operator shall not have rights to operate Services on this day.
- 2.6 The exercise of a Stabling right or the making of an Ancillary Movement shall not count against the number of Firm Train Slots.

### *Standard Equipment*

- 2.7 The Train Operator has Firm Rights to use the Standard Specified Equipment set out in column 3 of Table 2.1. Any Standard Specified Equipment may not be used until and unless the necessary route clearance has been obtained.

### *Train Length*

- 2.8 The train length shall not be greater than 12 cars (2x6 unit sets) in the case of the Standard Specified Equipment.

### *Earliest and latest Firm Train Slots*

- 2.9 Subject to paragraphs 2.10 to 2.15 below, in respect of each Service specified in Table 2.1, the Train Operator has Firm Rights to the Firm Train Slots during the Total Operating Day.
- 2.10 The Total Operating Day may be extended during the period beginning at 2330 hours and ending at 0055 hours on Sundays to Thursdays (inclusive) for up to 3 Services operating in southbound direction (of which no more than 2 Services shall be via Springhead Road Junction).
- 2.11 The Total Operating Day may be extended during period beginning at 2330 hours and ending at 0100 hours on Fridays and Saturdays for up to 5 Services operating in southbound direction (of which no more than 3 Services shall be via Springhead Road Junction).
- 2.12 Two Services to St Pancras International may be operated each Monday, Tuesday, Wednesday,

Thursday and Friday so that such Service enters the Network at Ashford West Junction during period beginning at 0510 hours and ending at 0600 hours.

- 2.13 The first Service arriving at St Pancras International on Saturdays may not enter the Network earlier than 0620 hours at Ashford West Junction.
- 2.14 The first Service arriving at St Pancras International on Sundays may not enter the Network earlier than 08:10 hours at Ashford West Junction.
- 2.15 Times contained in paragraphs 2.9 to 2.14 (both inclusive) may be varied to comply with the applicable Rules of the Route as agreed between HS1 Co and the Train Operator.

### **3 Other rights**

#### *Platform rights*

- 3.1 Subject to paragraph 3.2, the Train Operator has Firm Rights to use platforms 11, 12 and 13 at St Pancras International, platforms 2, 3, 5 and 6 at Ebbsfleet International, and platforms 2 and 3 at Stratford International.

#### *Turnaround Times*

- 3.2 The turnaround times at St Pancras International for each of the Services shall be no less than seven minutes in the Morning Peak and Evening Peak, and no less than ten minutes during the Off Peak, or as agreed from time to time in accordance with the Applicable Rules of the Route and/or the Applicable Rules of the Plan.

**SCHEDULE 6: PERFORMANCE REGIME**

A	B	C	D	E	F	G	H
Traffic Type	HS1 Poor Performance Threshold  (average delay per train expressed in minutes)	Payment Rate  (per minute of average delay)	HS1 Good Performance Threshold  (average delay per train expressed in minutes)	Bonus Payment Rate  (per minute of average delay)	Cancellation Minutes	Train Operator's Performance Benchmark  (average delay per train expressed in minutes)	HS1 Co Performance Benchmark
Domestic Passenger	0.30	£3,500	0.07	£875	30	0.15	0.16



**IN WITNESS** whereof the duly authorised representatives of HS1 Co and the Train Operator have executed this Agreement on the date first above written.

Signed by .....

Print name .....

Duly authorised for and on behalf of  
HS1 Limited

Signed by .....

Print name .....

Duly authorised for and on behalf of  
London & South Eastern Railway Limited