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Copy to:  
Directors, EMT  
Michael Webb, EMT  
Tony Southerton, EMT  
Sam Gibbins, SWT

Ref: PR13\NR Sch8 CP5 Benchmarks

29 May 2013

Dear Joel,

**Network Rail Schedule 8 Benchmarks in CP5**

With reference to the above consultation, please see below our responses which correspond to the consultation questions set in the document.

We agree that Network Rail should lead the work to set Network Rail Schedule 8 benchmarks for CP5 and accept the set of principles proposed by Network Rail to guide the setting of Network Rail Schedule 8 benchmarks.

With regard to industry engagement, the process should be led by the ORR through the Schedules 4/ 8 Industry Working Group. However, for engagement between Network Rail routes and TOCs in establishing PPM performance trajectories by TOC for CP5, there should be liaison between Network Rail Route Director and TOC's Managing Director. The PPM Long Term Performance Plan will have to be agreed by the two directors in order to agree the five year plan in CP5.

It is important that the benchmarks set for each service groups are robust because they will have a significant effect on both Network Rail and TOC's level of performance as well as financial risks to both parties. Therefore, it is essential for TOC to have full visibility of the works and analysis that are developed and carried out by Network Rail, so that we can understand the correlation between PPM and AML and to determine whether the benchmarks

set are robust or not. This ultimate goal can be achieved only if Network Rail at the route level engages with TOCs on the development process and the validation of results and all the information / data are transparent to train operators.

I hope this input is useful. If you would like to discuss this in further detail, please feel free to contact me.

Yours sincerely,

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