



Structure of charges: publication of draft CP5 price lists **May 2013**

1. Introduction

Over recent weeks, Network Rail has published a number of draft CP5 price lists for regulated track and station access charges. They follow our January 2013 Strategic Business Plan submission and accompany our policy conclusions to ORR (following industry consultation) for each of the individual charges.

The purpose of this note is to:

- explain why we have published draft price lists at this stage of the 2013 Periodic Review (PR13);
- set out the next steps in relation to CP5 charges; and
- provide links to each of the price lists that we have just published so that they are easily accessible from one place.

Ultimately, all decisions with regards to track and station access charges for CP5 will be made as part of ORR's Final Determinations in October 2013.

2. Publication of draft CP5 price lists

The purpose of publishing draft price lists at this stage of PR13 is to provide train operators with the opportunity to scrutinise their indicative charges; and to check and query possible anomalies in prices relative to other vehicles / service groups and / or relative to CP4 prior to finalising charges in PR13.

We expect there to be very little opportunity to change charges in CP5 after the final price lists have been published (following ORR's Final Determinations in October 2013). Therefore, we would welcome and recommend further engagement with train operators on the draft price lists at this stage of the review. The key contact for each of the charges is set out in the table in Section 4, below.

3. Draft CP5 price lists - next steps

For each of the regulated track and station access charges, we anticipate providing an updated draft price list following ORR's Draft Determinations which ORR plans to publish in June 2013. The updated price lists will take account of ORR's expenditure and efficiency assessments (where relevant) and will also take account of any areas of outstanding work.

Our updated draft price lists will clearly highlight any variances from the recently published draft versions. These may form part of our response to ORR's Draft Determinations.

We will issue our final price lists to ORR following its Final Determinations which ORR plans to publish in October 2013. These will be audited and approved by ORR such that they can be formalised in the PR13 review notices, expected in December 2013.



The new charges are scheduled to come into effect at the beginning of CP5, on 1 April 2014.

As stated, above, we expect there to be very little opportunity to change charges in CP5 once the final price lists have been formalised and published.

4. Accessing draft price lists

The table, below, provides a link to each of the draft price lists and the individual policy leads' contact details.

Contact	Charge	Link to draft price list
Ben Worley 020 3356 9322	Variable Usage Charge	http://www.networkrail.co.uk/conclusions-on-the-allocation-of-the-variable-usage-charge.pdf (Appendix 2)
	Freight Only Line Charge	http://www.networkrail.co.uk/Conclusions-on-the-phasing-of-freight-specific-charge.pdf (Appendix 2)
	Coal Spillage Charge	http://www.networkrail.co.uk/CSC-and-CSRIC-conclusions.pdf (Appendix 1)
Joel Strange 020 3356 9319	Capacity Charge	http://www.networkrail.co.uk/WorkArea/DownloadAsset.aspx?id=30064785533 (Appendix 3)
Ekta Sareen 020 3356 9326	Electric Current for Traction Charge	http://www.networkrail.co.uk/WorkArea/DownloadAsset.aspx?id=30064784907 (Annex C)
	Electrification Asset Usage Charge	
	Fixed Track Access Charge	http://www.networkrail.co.uk/fixed-track-access-charges-consultation.pdf (Annex B)
Hannah Deveson 020 3356 9482	Franchised Station Long Term Charge	http://www.networkrail.co.uk/LTC-price-list-franchised-stations.xml
	Managed Station Long Term Charge	http://www.networkrail.co.uk/LTC-price-list-managed-stations.xls

5. Summary

In order to aid transparency and minimise errors, we are keen that train operators and other interested parties have as much opportunity as possible to input into the development of the CP5 price lists, which is why we have published draft versions of them at this stage of PR13.

As discussed above, we would welcome and recommend further engagement with train operators, should they wish to discuss any aspect of the draft price lists.