



Heathrow Airport Ltd – Network Statement

Year ending 31 December 2024

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Glossary of Terms

ADRR	has the meaning given in section 1.4.3 below.
Airport Junction	means the railway junction at which the HAL infrastructure adjoins the Wider UK Rail Network.
Changes in Circumstances	has the meaning given in section 6.6.1 below.
Charging Period	has the meaning given in section 6 below.
Claims Allocation and Handling Agreement	means the agreement of that name approved by ORR for the allocation of liabilities and the handling of claims by third parties.
CTA	means Central Terminal Area serving Heathrow Airport terminals 2 and 3.
EC4T	means the charge which recovers the costs of providing electricity for traction purposes.
EC4T Tripartite Agreement	has the meaning given in section 5.3.2 below.
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.
ERTMS	means European Rail Traffic Management System.
ETCS	means European Train Control System.
Great Western Railway	means First Greater Western Limited.
Group	means subsidiaries of Heathrow (SP) Limited.
GSM-R	means Global System Mobile Communications – Railway.
HAL	means Heathrow Airport Limited.
HAL-ARP	has the meaning given in section 3.4.2 below.
HAL infrastructure	means the rail infrastructure in respect of which HAL is the infrastructure and facility owner and which is situated in England.
HAL Network Code	means a common set of rules that apply to parties who have a contract for rights of access to the HAL infrastructure.
HEOC	means Heathrow Express Operating Company.
HEP	means the Heathrow Emergency Plan.
HRCR	means Heathrow Rail Control Room (previously HECR).

infrastructure manager	has the meaning given in regulation 2 of the ROGS.
LUL	means London Underground Limited.
Movement Authority	means the permission for a train to move from one point to another according to the characteristics of the infrastructure.
MTR	means MTR Elizabeth Line (branded as TfL Rail).
Network Rail	means Network Rail Infrastructure Limited.
New Applicant	has the meaning given in section 2.2.2 below.
Notified National Technical Rules	has the meaning given to it in the Railways (Interoperability) Regulations 2011/3066.
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.
Radio Block Centre	means a radio interface between a train and the infrastructure supervising the distance of the train from other trains.
railway undertaking	means any public or private undertaking licensed according to the Railway (Licensing of Railway Undertakings) Regulations 2005, the principal business of which is to provide services for the transport of goods and/or passengers by rail with a requirement that the undertaking ensure traction; this also includes undertakings which provide traction only.
Railways Act	means the Railways Act 1993.
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.
RNE	has the meaning given to in section 1.7 below.
ROGS	means The Railways and Other Guided Transport Systems (Safety) Regulations 2006.
RPI	means the General Index of Retail Prices All Items measured by CHAW and published each month.
SAC	means Station Access Contract.
SMS	means Safety Management System.
SNRP	means Statement of National Regulatory Provisions.
TAC	means Track Access Contract.

Terminal 4	means Terminal 4 (Heathrow Airport).
Terminal 5	means Terminal 5 (Heathrow Airport).
Timetable Planning Rules	means rules regulating the standard timings and other matters enabling trains to be scheduled in the working timetable.
TPWS/AWS	means Train Protection and Warning System and/or Automatic Warning System.
TSI	has the meaning given to it in the Railways (Interoperability) Regulations 2011/3066.
Wider UK Rail Network	means the network owned and operated by Network Rail to which the HAL infrastructure connects.

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

Save where the contrary is indicated, any reference in this Network Statement to a statute, directive or statutory provision shall be construed as a reference to that statute, directive or statutory provision as from time to time amended, extended, consolidated, replaced or re-enacted and shall include any orders, regulations, instruments or other subordinate legislation made under the relevant statute.

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 Network Rail 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 Network Rail 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.

Diagram of HAL infrastructure

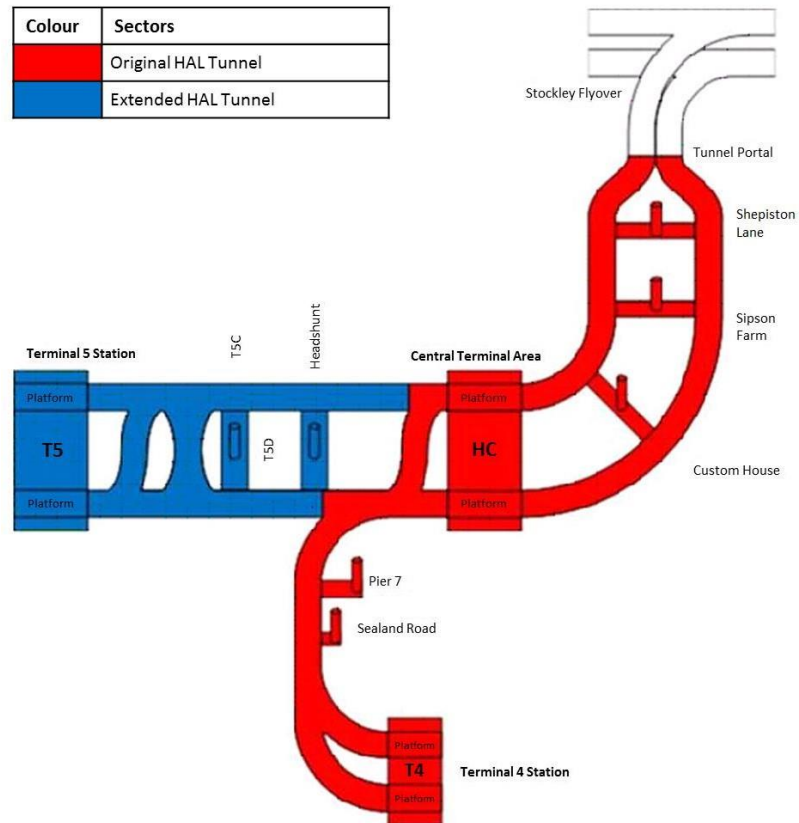


Figure 1

3.5 km 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 Terminal 4 station and a 2.6km km tunnel connects to the Terminal 5 station. All stations have two active platforms. More detail is provided on the HAL infrastructure in section 3 below.

1.1.2 HAL Network Systems

The “HAL Network Systems” table (figure 2) provides information on the split of owner, operator, management, maintenance responsibilities between HAL and Network Rail.

Under ROGS, the infrastructure manager role is performed by Network Rail for most systems (as shown in the table below), and Network Rail holds the safety authorisation for them from the ORR. HAL holds the safety authorisation from the ORR in respect of the stations and the HRCR.

System	IM , AM and Op	
	HAL	Network Rail
Track		IM / AM / OP
Tunnels Structures	AM	IM
Railway Communication Systems		IM / AM / OP
Ventilation	AM / Op	IM
Non-Railway Communications Systems	IM / AM / Op	
HRCR	IM / Op	
Signalling		IM / AM / Op
Stations	IM / AM / Op	
Overhead Lines		IM / AM / Op

Key: IM = Infrastructure Manager, AM = Asset Maintainer and Op = Operates

Figure 2

1.1.3 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 Great Western Railway, on behalf of HEOC; and
- **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 station 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 Aspects

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

1.3.1 Legal Framework

The legal framework of the rail industry in Great Britain is primarily governed by the Railways Act, the Railways Act 2005, the Railways and Transport Safety Act 2003, and a range of secondary legislation including the Regulations. All applicable EU railway legislation, regulations and directives have been incorporated into UK law by way of the Railways (Access, Management and Licensing of Railway Undertakings) (Amendments etc.) (EU Exit) Regulations 2019/518. To note Northern Ireland is under its own arrangements.

1.3.2 Status and Liability

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.

The model TAC can be found on the Heathrow Rail Regulation webpage:

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

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.

1.3.3 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 matters covered by the ADRR shall be dealt with in accordance with the procedure prescribed in those rules. Timetabling disputes will be referred to a Timetabling Panel (Chapter H). The ADRR provide for the referral of any other disputes to a range of suitable forums (separately, or in combination), including mediation, adjudication and arbitration. The Committee Secretary is available, on a part time basis, to answer any queries that Parties may have about the procedures.

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 website:

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

1.4 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.

1.5 Validity Period, and Updating and Publishing

1.5.1 Validity Period

This Network Statement is valid until 31 December 2024 and will be reviewed annually. It applies to capacity requests and execution of planned transport operations (traffic movements) on the HAL infrastructure during the 2024 timetable starting on Sunday 10th December 2023 00:00 and ending on Saturday 7th December 2024 24:00.

1.5.2 Updating Process

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

1.6 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:

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

rail@heathrow.com

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

1.7 RailNetEurope and International Cooperation

Network Rail is a member of RailNetEurope ("RNE"), which is an umbrella organisation of European railway infrastructure managers and allocation bodies. RNE facilitates international railway business by developing harmonised international business processes in the form of templates, handbooks, and guidelines, as well as IT tools. While HAL itself is not a member of RNE, this Network Statement and the other documents and processes referred to in it, have been and are likely to be influenced by Network Rail's participation in the RNE organisation, in order to maintain alignment of this Network Statement and those other documents and processes across the HAL infrastructure and the Wider UK Rail Network.

You can find more information about RNE on: <http://www.rne.eu/organisation/rne-approach-structure/>.

2 Infrastructure

2.1 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 Terminal 4 station for connections to Terminal 4; and
- the Terminal 5 station for connections to Terminal 5.

The HAL infrastructure consists of a twin-bored tunnel to the CTA and Terminal 5 stations. A single-bored tunnel connects the Terminal 4 station to the network south of the CTA station. All stations have two platforms, although the Terminal 5 station does have the potential for capacity to be increased to four platforms if required.

2.2 Extent of the HAL infrastructure

This Network Statement covers the entire railway infrastructure that is owned by HAL. The HAL infrastructure extends from tunnel portal through to the Terminal 4 and Terminal 5 stations as shown in *figure 1* above.

2.3 HAL infrastructure description

2.3.1 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, the CTA station and the Terminal 5 station.

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 that 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.

Access to the Network Rail Sectional Appendix is available:

[National Electronic Sectional Appendix - Network Rail](#)

2.3.2 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, as well as access, is managed by HAL.

Details of HAL Rail stations can be found in section 5.3.1.

2.3.3 Rail Control Centres

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

2.3.4 Loading Gauge

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

2.3.5 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 Terminal 4 station. ETCS has been installed as an overlay system and can only be

used with ETCS fitted trains.

The HAL infrastructure has been upgraded with an ERTMS Level 2 overlay on the existing conventional system between Airport Junction and the buffer stops at the Terminal 4 and 5 stations. This is referred to as 'Stage A,' further stages which have implications for the Great Western Main Line between Heathrow Junction and London Paddington are planned for implementation by December 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 used over these routes is generated by a Radio Block Centre at Thames Valley Signalling Centre 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 by GSM-R. The Radio Block Centre communicates with the interlocking and generates Movement Authorities 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 will duplicate existing signalled routes only. Level 1 Launch

At Airport Junction, trains must transition between ERTMS Level 2 and Level National Train Control TPWS/AWS. In the Down direction this requires the system to establish contact with the Radio Block Centre before it can receive a Level 2 Movement Authority. 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 Radio Block Centre. The transition into Level 2 is therefore by means of a Level 1 launch. At Level 1 the Movement Authority 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 Radio Block Centre. OSS TPWS Loops have been fitted at SN321, SN323 and SN325 to prevent non-fitted ETCS trains, or an ETCS-fitted train that fails to transition, entering the Airport tunnels.

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).

2.3.6 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.

2.3.7 Availability of the HAL 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.

The Engineering Access Statement can be found on the Heathrow Rail website: <https://www.heathrow.com/company/about-heathrow/rail-regulation>.

2.3.8 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.

2.4 Investments and Enhancements to the HAL infrastructure

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

3 Conditions for Access

3.1 Introduction

Access to the Wider UK Rail Network is principally governed by the Regulations. The Regulations also cover rail infrastructure outside the Wider UK Rail Network unless exempted.

HAL appoint Network Rail 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 contractual agreements between HAL and Network Rail.

HAL remain accountable for the delivery of services within the HAL Network Code whilst Network Rail has responsibility for managing and delivering those services on HAL's behalf.

3.2 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.

3.2.1 Conditions for access to the HAL infrastructure

Any applicant wishing to operate trains on the HAL infrastructure must satisfy the relevant legal requirements. The principal legal requirements (certain of which are discussed in more detail in this section 2.2) include having:

- either (i) a valid licence to be a railway undertaking under Section 8 of the Railways Act or a valid exemption granted by ORR or (ii) a railway undertaking passenger licence or a railway undertaking freight licence, and an SNRP granted or recognised under the Railway (Licensing of Railway Undertakings) Regulations 2005, as amended by The Railway (Licensing of Railway Undertakings) (Amendment etc.) (EU Exit) Regulations 2019;
- a valid and current safety certificate granted under ROGS (see section 2.3.2 below);
- appropriate insurance (see section 2.3.3 below);
- a TAC in place with HAL for the infrastructure the applicant intends to use, and such other agreements as may be specified in the relevant TAC;
- a SAC in place with HAL for the stations the applicant intends to use;
- written confirmation of being a signatory of the Claims Allocation and Handling Agreement; and
- written confirmation of a TAC with Network Rail to allow access to HAL infrastructure.

Before concluding a new TAC or extending or substantially increasing the framework capacity of an existing TAC, HAL shall take into account the following:

- securing optimum use of available infrastructure capacity on the HAL Infrastructure, including the use of other networks, taking account of planned capacity restrictions;
- the legitimate commercial needs of the applicant;
- whether the applicant has demonstrated that it has the actual intention and ability to use the capacity request in the TAC including taking account of any previous failure, if any, to use framework capacity and the reasons for that failure as set out in the

Regulations;

- the needs of passengers and the freight sector;
- ensuring non-discriminatory access to the HAL infrastructure and taking into account the availability of the related facilities and services supplied in these facilities as far as this information is made available to the HAL infrastructure manager;
- the HAL infrastructure manager's funding and the future development of the HAL infrastructure;
- promoting efficiency in the operation of the HAL infrastructure and as far as possible related facilities, including planned maintenance, enhancement and renewals;
- ensuring proportionate, targeted, transparent, fair and sufficiently resourced management of the HAL infrastructure; and
- the priority criteria applying to the path allocation in the timetabling procedure, as referred to in regulation 26 of the Regulations and declarations of congested infrastructure.

3.2.2 Conditions for inclusion in the timetabling process

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 (a "New Applicant").

A New Applicant will not need to satisfy the requirements referred to below in order to participate in the initial timetabling process, but satisfaction of each requirement must be achieved prior to the actual utilisation of the train path(s) by the New Applicant.

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

- make available a technical compliance specification document for the 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); and
- if the desired train paths are available, or are likely to become available, HAL will provide approval to Network Rail for them, and request that the applicant follow the existing timetabling process and for the relevant Network Rail timetabling process for access to the HAL infrastructure. HAL takes no responsibility if an aspirant operator cannot agree the required terms with Network Rail for access.

3.2.3 Licences

The Railways Act makes it an offence to act as the operator of a train in Great Britain without holding a licence or a licence exemption granted in accordance with the Railways Act. This licensing 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 either a railway undertaking passenger licence or a railway undertaking freight licence.

A railway undertaking passenger licence or a railway undertaking freight licence may be granted by the ORR. To operate train services in Great Britain, holders of a railway undertaking passenger licence or a railway undertaking freight licence must also hold an SNRP. Applications for licences, exemptions or SNRPs should be made to the ORR.

The Railways (Heathrow Express) (Exemptions) Order 1994 exempts HAL from the licensing requirements of the Railways Act. To note the European regime continues to apply.

3.2.4 Safety Certificate

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

Existing Part A and Part B safety certificates issued by the ORR are valid under their normal expiry date. Part A safety certificates issued by EU safety authorities ceased to be valid in Great Britain from 31 January 2022, and holders of such certificates need to apply to ORR for the necessary safety certification.

3.2.5 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.

3.3 Contractual arrangements

3.3.1 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 Rail Regulation and Access Manager at rail@heathrow.com at the earliest opportunity to discuss the requirements.

3.3.2 HAL Network Code

The HAL Network Code is a common set of rules that are 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 prevails.

The HAL Network Code provides scope for HAL and/or the 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 operational disruption may be established.

As noted in section 1.4.3 above, the ADRR are annexed to the HAL Network Code.

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.

3.4 Specific Access Requirements

3.4.1 Rolling Stock Acceptance

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 Network Rail as infrastructure manager.

Recognising that any new vehicle will need to be capable of operation on both the HAL infrastructure and Network Rail's infrastructure, to reduce the administrative burden on railway undertakings in the discharge of this function, it is expected that the requirements under Network Rail's process are first met. HAL will then undertake a review of the outcome to confirm the railway undertaking's qualification to operate on the HAL infrastructure via the specific change processes within the HAL Network Code. In the unlikely event that HAL imposes a more onerous requirement than Network Rail, further confirmation, information, or tests may be

required.

In addition to this, railway undertakings must arrange for new vehicles to be assessed to prove that they are compliant with all relevant standards and specifications including TSIs and Notified National Technical Rules as part of the ORR's authorisation process; provision of this evidence facilitates an efficient compatibility assessment.

Further information on the authorisation process can be found on ORR's website.

3.4.2 HAL Assurance Review Panel

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 railway undertaking and rolling stock onto the HAL infrastructure.

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

3.5 Operational Rules

3.5.1 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 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>.

3.5.2 Framework Capacity Statement

HAL has an obligation to produce a Framework Capacity Statement under the Commission Implementing Regulation 2016/545, incorporated into UK legal requirements by way of its EU withdrawal arrangements.

The purpose of the Framework Capacity Statement is to provide clarity and transparency of access rights under TACs and the likelihood of capacity requests being granted.

The Heathrow Rail Framework Capacity Statement can be found on the Heathrow Rail Regulation website: <https://www.heathrow.com/company/about-heathrow/rail-regulation>.

3.5.3 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 that apply to the HAL infrastructure.

The Timetable Planning Rules regulate the standard timings between stations and junctions, as well as other matters that enable trains to be scheduled in the working timetable on 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 relevant Principle Change Date, and shall remain in place for 12 months.

Any revisions to the 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>

3.5.4 Railway Operational Code and the Heathrow Emergency Plan

The industry-approved Railway Operational Code, incorporated in 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 (i) the needs of passengers, (ii) the interests of safety and security, (iii) the efficient and economical operation of the HAL infrastructure and of trains operating on it, and (iv) 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.

3.5.5 Heathrow Rail Standards and Rules

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

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 HAL Network Code) is open to anyone who is a party to the HAL 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 has sub-contracted out the responsibilities for managing the timetabling process for the HAL infrastructure (such as the responsibilities for path allocation, co-ordination, and validation of the timetable) to Network Rail, as described in the relevant parts of the HAL Network Code. These responsibilities are undertaken by Network Rail 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 Network Rail. For simplicity, the timescale for access requests to the HAL infrastructure mirrors the timetable employed on the Wider UK Rail Network. Further details are set out in Annex 1 to Part D of the HAL Network Code.

Network Rail produces the timetable for the Wider UK Rail Network and the HAL infrastructure using the standard Network Rail protocol. Timetable requests should be sent to the Network Rail Timetable production at The Quadrant Milton Keynes.

Any requests for further information should be directed to: rail@heathrow.com

For any initial capacity requests a Capacity Request Template Form can be found on the Heathrow Rail website: <https://www.heathrow.com/company/about-heathrow/rail-regulation>.

Part D of the HAL 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.

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 relevant consultation period, Annex 1 shows the schedule of the timetabling process. The timetable planning process for the HAL infrastructure adopts Network Rail's industry process to allow for alignment of train paths with main line services. Railway undertakings will bid for paths under one process to Network Rail 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; and
- Railway Systems Code.

HAL (in coordination with Network Rail) will publish the following documents (see sections 2.4.1 and 2.4.3 above):

- Engineering Access Statement; and
- Timetable Planning Rules.

The Engineering Access Statement, the Timetable Planning Rules and the Capacity Request Form can be found on the HAL 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 Network Rail on HAL's behalf. HAL or Network Rail 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 Network Rail'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 any specific infrastructure enhancement is required on the HAL infrastructure and towards 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 section 1.3.3 above, any dispute concerning timetabling matters will be dealt with in accordance with the procedure described in Chapter H of the Rules. Non-timetabling disputes are managed via the process described in section 1.3.3.

If any railway undertaking bids result in disputed paths, these will be raised by the railway undertaking through Network Rail 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 railway undertaking Bids and access is not available, Network Rail will notify HAL of the unavailability of the access and HAL will notify the affected railway undertaking.

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

<https://www.heathrow.com/content/dam/heathrow/web/common/documents/company/about>

[th/Heathrow-Network-Code-2017_final.pdf](#).

4.5 Approach to capacity management

In determining how to allocate capacity fairly, in a non-discriminatory manner, HAL will apply the procedure set out in Part D of the HAL Network Code including any, or all of the Decision Criteria. The Decision Criteria sets out the objective that HAL must endeavour to achieve and considerations that it must take account of in allocating capacity on the HAL infrastructure. The Decision Criteria can be found in Part D of the HAL Network Code, under the link provided in section 4.4 above.

4.6 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 part of the HAL infrastructure as congested currently.

In the event that all or part of HAL infrastructure becomes congested, HAL will follow the process set out in Regulation 26 of the Regulations to manage congestion. The process comprises of the identification of the areas/times of congestion, capacity analysis, developing an understanding of the options with a capacity enhancement plan, and consulting with all affected parties.

If the HAL infrastructure is declared congested infrastructure, HAL would expect to work collaboratively with each railway undertaking in respect of all matters concerning congestion and/or capacity. Where any part of the HAL infrastructure is declared congested, HAL may, in accordance with the Regulations, levy an additional charge to reflect the scarcity of capacity during the declared periods of congestion. See section 6.7 below.

With the exception of additional platforms at Terminal 5, 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 website:

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

4.7 Allocation of capacity for maintenance, renewal, and enhancements

HAL is responsible for the allocation of capacity for maintenance, renewals and enhancements and each instance of this work in a given timetable development period will be published annually as part of the relevant Engineering Access Statement. The capacity requirement for such work will also be specified in 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 Condition D4.2 of the HAL Network Code.

The HAL Engineering Access Statement can be found on the HAL website: <https://www.heathrow.com/company/about-heathrow/rail-regulation>.

The contact details for HAL are provided in section 1.7 above should further information on the timetable development process be required.

4.8 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 also be voluntarily surrendered by the railway undertaking if it has no current or foreseeable reasonable commercial need.

4.9 Special measures in the event of disturbance

4.8.1 Principles

When a disruptive event occurs, Network Rail, 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 the Railway Operational Code in Part H of the HAL Network Code. Network Rail will undertake the responsibilities for train regulation to minimise delays in line with standard industry practice. 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

Network Rail, 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 Network Rail in consultation with railway undertakings who may propose variations to them.

5 Services and Charges

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. These are discussed in more detail in the remainder of this section 5.

5.2 Minimum Access Package

The minimum access package comprises:

- handling of requests for infrastructure capacity; and
- 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 Access to service facilities and supply of services

5.3.1 Service facility description (HAL stations)

The extent of most facilities provided at HAL stations (Heathrow Terminals 2 & 3, Heathrow Terminal 4 and Heathrow Terminal 5) are determined by HAL. Details of the facilities at these stations can be found on the National Rail website:

https://www.nationalrail.co.uk/stations_destinations/default.aspx.

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, as well as access, is managed by HAL.

Details that describe the requirements for requests for access are included within the HAL Site Access Permit arrangements document, which is available on request. Access is only granted

with the relevant permit and issued on the basis that the requirements within that permit are met. The management of permits is managed on site by the HRCR.

Access to HAL stations is controlled by doors at the main entrances and supported by automatic ticket gate lines. These are 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. It should be noted that these fillers 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 Terminal 4 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 Terminal 4 arrivals and departures. The escalators connect to Terminal 4 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 Terminal 5 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 by reinforced glass and concrete panels from the Terminal 5 station managed by HAL. The station box is constructed between the main Terminal 5 car park and Terminal 5 itself. Access and egress to both the LUL and main line stations is through separate access points within Terminal 5. The Terminal 5 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 Terminal 5 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 Terminal 5 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..

5.3.2 Use of Electrical Supply Equipment for Traction Power

HAL provides the rail infrastructure to distribute the traction power to railway undertakings, to operate on the HAL infrastructure, however, the feeder station which supplies the traction power is owned and operated by Network Rail.

The supply and payment of energy consumption for traction power on the HAL infrastructure will be governed by a separate tripartite agreement between the relevant railway undertaking, Network Rail and HAL ("EC4T Tripartite Agreement") and is excluded from the track access charges and station charges described in section 6 below.

For a description of the HAL infrastructure please refer to section 3 above.

5.3.3 Refuelling facilities

Not relevant to the HAL infrastructure.

5.3.4 Passenger stations, building and other facilities

Please refer to Section 3 above.

5.3.5 Freight terminals and marshalling yards

Not relevant to the HAL infrastructure.

5.3.6 Train formation facilities

Not relevant to the HAL infrastructure.

5.3.7 Storage sidings

Not relevant to the HAL infrastructure.

5.3.8 Maintenance and other technical facilities

Not relevant to the HAL infrastructure.

5.4 Additional Services

5.4.1 Traction current

As described in section 5.3.2 above.

5.4.2 Supply of fuel

Not a relevant service for the HAL infrastructure.

5.4.3 Services for trains

Not a relevant service for the HAL infrastructure.

5.4.4 Shunting and other services

Not a relevant service for the HAL infrastructure.

5.4.5 Services for exceptional transport and dangerous goods

Not a relevant service for the HAL infrastructure.

5.4.6 Any other additional services

Not provided by HAL.

5.5 Ancillary Services

No provision is made for ancillary services. Where there are further requirements please contact HAL at the address shown in section 1.7 above.

6 Charges

This section sets out the current charging principles for access to the HAL infrastructure, applicable for the period from 1 January 2019 until 31 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 TACs and SACs.

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 traction electricity are governed and managed by Network Rail.

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 railway undertakings 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 (see section 5.2 above) 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 services by way of a mark-up and will only be levied on segments of the market deemed by the ORR to be 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 a 60-day consultation period with railway undertakings before issue. The 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 HAL infrastructure. 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 TAC and SAC, to the Fixed Track Access Charge (see section 6.4.2 below) and Station Long Term Charge (see section 6.5.1 below) every five years or, if sooner, at the end of the relevant access agreement. The next review date is May 2023. The true

up/down will ensure that any under/over recovery is adjusted to ensure that HAL and the railway undertaking 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:

- the difference between forecast and actual renewal expenditure;
- the difference between forecast and actual enhancement expenditure and associated return; and
- 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 the Central Operating Section of the Elizabeth Line, the infrastructure manager for which is Rail for London Limited (a subsidiary of Transport for London).

A summary of the steps to be carried out is provided below.

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

Step 1) HAL has disaggregated the expenditure according to the specific location on the HAL infrastructure to ensure charges paid by each railway undertaking reflect the specific facilities used. The HAL infrastructure has been split into six different locations; these are listed below:

- section of track:
 - Airport Junction to the CTA station;
 - CTA station to Terminal 5 station; and
 - CTA station to Terminal 4 station; and
- station:
 - CTA station;
 - Terminal 4 station; and
 - Terminal 5 station.

For example:

Cost item	Location	Apportionment basis
Switch maintenance	CTA to Terminal 4 and CTA to Terminal 5	Number and location of switches
Infrastructure inspection costs	All track sections	Track length

Step 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
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Switch maintenance	CTA to Terminal 4 and CTA to Terminal 5	Directly incurred
Infrastructure inspection costs	All track sections	Fixed

Step 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 station to Terminal 4 station and CTA station to Terminal 5 station	Directly incurred	Train type (train weight)
Infrastructure inspection costs	All track sections	Fixed	Train movements

Step 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.

Step 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

Step 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 station to Terminal 4 station track:

Location	Nature	Driver	Total unit costs
CTA station to Terminal 4	Directly incurred	Train movements	Unit costs driven by train movements

station track	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

Step 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:

- Variable Usage Charge; and
- Fixed Track Access Charge.

Further details of Track Access Charges can also be found in section 6.6 below.

These types of charges are applied as follows across the various sections of the HAL infrastructure:

Location	Directly Incurred	Fixed (i.e. not directly incurred)
Track – Airport Junction to CTA station	Variable Usage Charge	Fixed Track Access Charge
Track – CTA station to Terminal 4 station	Variable Usage Charge	Fixed Track Access Charge
Track – CTA station to Terminal 5 station	Variable Usage Charge	Fixed Track Access Charge

6.4.1 Variable Usage Charge

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 Variable Usage Charge 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 Variable Usage Charge on a per train movement basis.

6.4.2 Fixed Track Access Charge

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 Fixed Track Access Charge 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 Fixed Track Access Charge 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 above. In the case of HAL, the only relevant charges under this heading relate to passenger stations (traction electricity is addressed separately).

Further details of Station Access Charges can also be found in section 6.6 below.

The station access charges also use the same methodology as track access charges. HAL has disaggregated the expenditure according to the specific location on the HAL infrastructure. For the station access charges, these expenditures include qualifying expenditure and renewals at the CTA, Terminal 4 and Terminal 5 stations. In cases where the cost is allocated to more than one station, the allocation shows all relevant stations and cost apportionment is performed based on station size.

Cost Item	Location	Apportionment basis
Water mains and Drainage	CTA station	N/A
Driver Only Operation	CTA and Terminal 4 stations	Station Size
Driver Only Operation	Terminal 5 station	N/A
Facilities maintenance	CTA, Terminal 4 and Terminal 5 stations	Station Size
Fire system maintenance	CTA, Terminal 4 and Terminal 5 stations	Station Size

HAL has categorised all costs relating to station access according to their nature as defined by the ORR. All the expenditures are categorised by whether they are capacity driven or vary in the short run with usage.

Cost Item	Location	Category
Water mains and Drainage	CTA Station	Capacity Driven
Driver Only Operation	CTA and Terminal 4 stations	Capacity Driven
Driver Only Operation	Terminal 5 station	Capacity Driven
Facilities maintenance	CTA, Terminal 4 and Terminal 5 stations	Capacity Driven
Fire system maintenance	CTA, Terminal 4 and Terminal 5 stations	Capacity Driven

HAL has identified the driver for each cost. The directly incurred costs are attributed to their short-run drivers and other (fixed or capacity driven) costs to their long-run drivers to allocate costs appropriately among users of the stations. The costs drivers identified are train movements and train type (train weight). It is important to note that for Station Access all cost are driven by train movements.

Cost Item	Location	Cost driver for unit charge
Water mains and Drainage	CTA station	Train movements
Driver Only Operation	CTA and Terminal 4 stations	Train movements
Driver Only Operation	Terminal 5 station	Train movements
Facilities maintenance	CTA, Terminal 4 and Terminal 5 stations	Train movements
Fire system maintenance	CTA, Terminal 4 and Terminal 5 stations	Train movements

Like track access charge methodology, 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 by each railway undertaking reflect the specific facilities used.

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.

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.

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.

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

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 Fixed Track Access Charge but for those costs incurred at the stations. As described in the methodology section, the Station Long Term Charge payable by each railway undertaking would change according to the station used and the projected number of trains.

HAL implements the Station Long Term Charge on a per train movement basis.

6.5.2 Qualifying Expenditure for stations

Qualifying Expenditure recovers the operating costs of common amenities at the CTA, Terminal 4 and Terminal 5 stations. 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 Qualifying Expenditure charge and recovers indirect central costs and overheads that arise from operating the HAL stations. The Qualifying Expenditure 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 General provisions relating to 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 railway undertakings 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 railway undertakings.

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 TAC and SAC.

6.6.2 RPI

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

The latest HAL Price list can be found at: <https://www.heathrow.com/company/about-heathrow/rail-regulation>.

6.7 Congestion Tariff

Paragraph 1(8) of Schedule 3 of the Regulations authorises an infrastructure manager to levy a charge to reflect the scarcity of capacity of the identifiable segment of the infrastructure during a period of congestion. If at any time the HAL infrastructure becomes congested within the meaning of Regulation 26 of the Regulations, the infrastructure manager will consider the possibility of conducting an auction for capacity on the HAL infrastructure, which could give rise to a congestion tariff.

6.8 Traction Electricity (EC4T) Charges

The payment of energy consumption for traction power on HAL infrastructure (EC4T charges) are excluded from the track access charges and station charges payable under TACs and SACs respectively. Traction power supplied by Network Rail is billed under the relevant EC4T Tripartite Agreement, by way of Network Rail invoicing and collecting payments on HAL's behalf.

Trains operating on the HAL infrastructure draw traction electricity from the overhead line electricity system. The electrical power for the HAL infrastructure overhead line electricity system is provided by a feeder station owned by Network Rail, which also provides electrical power to the Wider UK Rail Network.

The methodology for the calculation and payment of charges for traction electricity consumption on the HAL infrastructure is consistent with the Network Rail methodology for the calculation and payment of charges for traction electricity consumption on Wider UK Rail Network.

Under the EC4T Tripartite Agreement, HAL, Network Rail and the relevant railway undertaking have therefore agreed that charges for traction electricity consumption on the HAL infrastructure shall be administered by Network Rail and shall be calculated and paid substantially in accordance with the industry framework that applies on Wider UK Rail Network.

The level of the charge is dependent on the price of electricity, the amount of electricity consumed (this maybe calculated by way of modelled kWh consumption rates or metered kWh consumption), transmission losses and the electrified trains miles operated for the electric traction (when calculated by way of modelled consumption rates).

The modelled traction electricity charges are defined by the following formula:

$$\text{EC4T charge (£)} = \text{electrified train miles} \times \text{traction electricity modelled consumption rate (kWh/train mile)} \times \text{tariff (pence/kWh)}$$

The HAL infrastructure Traction Electricity Price modelled consumption rates are available on Network Rail's website:

[CP6 access charges - Network Rail](#)

On-train metering enables railway undertakings to be billed for their use of traction electricity, based on metered traction electricity consumption data, rather than modelled traction electricity consumption rates.

The metered traction electricity charges are defined by the following formula:

$$\text{EC4T charge (£)} = [\text{electricity consumption (kWh)} \times (1 + \text{per cent losses uplift}) - \text{regenerated electricity (kWh)}] \times \text{tariff (pence / kWh)}$$

At the end of each financial year, Network Rail, on behalf of HAL, completes a volume reconciliation which reconciles estimated and actual electricity consumption, with any upside or downside passed on to the relevant railway undertaking.

More information on the traction electricity charges can be found in the [Traction Electricity Rules](#).

More information on on-train metering is available on the Network Rail website:

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

6.9 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, which can be found on the Heathrow – Rail Regulation website:

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

6.9.1 Schedule 8

Schedule 8 of the TAC sets out a framework by which payments are made by either HAL to the railway undertaking or vice versa, where the under-performing party causes delays above its specified performance benchmark. Payments are received when delays caused by a given party are below benchmark.

The performance regime has three key functions:

- to reduce railway undertakings' 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;
- to provide HAL with financial incentives to reduce the delay they cause to railway undertakings; and
- 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. This means, 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.

6.9.2 Measurement

The performance of the HAL infrastructure is captured within the Network Rail monitoring systems. The process of capture and fault designation will continue in place and will be reported and managed on behalf of HAL by Network Rail. The process reflects current general practice 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. Where any delay is attributed to a railway undertaking, such railway undertaking shall pay HAL for such delays and/or cancellations, in order that HAL can compensate any other railway undertaking so affected by such delay and/or cancellation.

6.9.3 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 railway undertakings using the HAL infrastructure, taking account of HAL's liability to those undertakings. 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.

6.9.4 Restriction of Use

Where HAL takes possession of the HAL infrastructure in order to carry out necessary works (known as a Restriction of Use), HAL will compensate railway undertakings at a rate agreed within the relevant TAC.

6.9.5 Variation 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 railway undertakings at the agreed rate within the relevant HAL TAC.

6.9.6 Recalibration and review

The performance scheme 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 have been published by Network Rail on its 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 be adopted by HAL in accordance with the applicable procedures for the purpose of ensuring the continued alignment of both networks.

Timetable Change Dates: 2023 – 2024

Year	Principal Change	Subsidiary Change
2023	Sunday 11 December 2022	Sunday 21 May 2023
2024	Sunday 10 December 2023	Sunday 2 June 2024

Timetable Development Dates – December 2024 Timetables

Timetable Development Dates	Principal Change	Subsidiary Change
D73 - Formal Notification of Process Dates	15/07/22	
Revision of Timetable Planning Rules		
D64 – Start of Network Rail Consultation of Proposed Changes to Rules	16/09/22	24/02/23
D64 – TCRA – Start of Train Plan Hazard Identification (TP-HAZID)	16/09/22	24/02/23
D60 – End of Network Rail consultation of proposed changes to Rules	14/10/22	24/03/23
Rules to Planning Publications	14/10/22	24/03/23
D59 – Publish ‘Draft Rules’	21/10/22	31/03/23
D56 – TCRA End of Train Plan Hazard Identification	11/11/22	21/04/23
D55 – TCRA Start of Train Plan Assessment / Mitigation	18/11/22	28/04/23
D54 – Operator Responses to ‘Draft Rules’	25/11/22	05/05/23
D54 to D44 – Network Rail review Operator Responses		
Rules to Planning Publications	27/01/23	07/07/23

Timetable Development Dates	Principal Change	Subsidiary Change
D44 – Publish 'Final Rules'	03/02/23	14/07/23
D41 – End of Appeal Period 'Final Rules'	24/02/23	04/08/23
Initial Consultation Period		
D64 – Publication of draft Calendar of Events	16/09/22	24/02/23
D45 – Publication of Strategic Capacity Statement	27/01/23	07/07/23
D55 – Notification by TT Participants of major TT changes	18/11/22	28/04/23
D55 – Start of Initial Consultation Period	18/11/22	28/04/23
D54 – Publication of Final Calendar of Events	25/11/22	05/05/23
D45 – Network Rail to provide copy of 'Prior Working Timetable'	27/01/23	07/07/23
D48 – Notification of Provisional International Paths	06/01/23	N/A
D40 – Priority Date	03/03/23	11/08/23

Timetable Preparation Period		
D40 – Start of Timetable Preparation Period	03/03/23	11/08/23
D38 – TCRA – End of Train Plan Assessment / Mitigation	17/03/23	25/08/23
D37 – TCRA – Start of Train Plan Risk Evaluation – (TP-REP)	24/03/23	01/09/23
D33 – TCRA – End of Train Plan Risk Evaluation – (TP-REP)	21/04/23	30/09/22
D32 – TCRA – Start of Timetable Change Assurance Panel (TP-RAP)	28/04/23	06/10/23
D30 – TCRA – End of Timetable Change Assurance Panel (TP-RAP)	12/05/23	20/10/23
D26 – NR Publish New Working TT	09/06/23	17/11/23
New WTT and associated system files available to ATOC	09/06/23	17/11/23
Operator responses to New WTT	23/06/23	01/12/23
D22 – End of Appeal Period New Working Timetable	07/07/23	15/12/23

D15 – Timetable Briefing process complete	25/08/23	02/02/24
D14 – CIF Electronic Data available	01/09/23	09/02/24
D9 – Timetable Extract taken for NRT Edit	06/10/23	15/03/24
D8 – Corresponding Day Timetable Dates Proposed to Operator	13/10/23	22/03/24
D4 - NRT Data sent to publishers	10/11/23	19/04/24
Timetable Commencement Date	10/12/23	02/06/24
Timetable End Date	01/06/24	07/12/24

Bank and Public Holidays 2022 – 2023

Bank and Public Holidays	2023	2024
New Year's Day	1 January	1 January
2 January (Scotland)	2 January	2 January
3 January (Nationwide)		
4 January (Scotland)		
Good Friday	7 April	29 March
Easter Monday	10 April	1 April
May Day Holiday	1 May	6 May
Spring Holiday	29 May	27 May
Late Summer Holiday (Scotland)	7 August	5 August
Late Summer Holiday (England & Wales)	28 August	26 August
St Andrew's Day (Scotland)	30 November	30 November
Christmas Day	25 December	25 December
Boxing Day	26 December	26 December
Christmas Holiday		
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