

**FRAMEWORK TRACK ACCESS AGREEMENT  
FOR PASSENGER SERVICES**

**Dated 13 March 2014, amended by a First Supplemental Agreement dated 11 December 2014,  
Second Supplemental Agreement dated 8 January 2015, Third Supplemental Agreement dated  
30 April 2015, Fourth Supplemental Agreement dated 27 November 2015 and amended and  
restated by a Fifth Supplemental Agreement dated 2020**

**Between**

**HS1 LIMITED**

**and**

**LONDON & SOUTH EASTERN RAILWAY LIMITED**



### **2.3 Compliance by other operators**

HS1 Ltd shall ensure that all operators of trains having permission to use any track comprised in HS1 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 Ltd shall indemnify the Train Operator against all Relevant Losses resulting from:

- (a) a failure by HS1 Ltd to comply with its Safety Obligations;
- (b) any Environmental Damage to HS1 arising:
  - (i) directly from any acts or omissions of HS1 Ltd;
  - (ii) from any Environmental Condition known to have existed prior to 24 June 2009;
- (c) any damage to the Specified Equipment or other vehicles or things brought onto HS1 in accordance with the permission to use granted by the Contract arising directly from HS1 Ltd's wilful default, negligence or failure to comply with its obligations under the Contract; and
- (d) a breach by HS1 Ltd 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.

## **SCHEDULE 1: CONTRACT PARTICULARS**

1. HS1 Ltd's address for service of notices is:  
HS1 Limited  
5<sup>th</sup> Floor  
Kings Place  
90 York Way  
London N1 9AG  
All written notices to be marked:  
"URGENT: ATTENTION THE GENERAL COUNSEL AND COMPANY SECRETARY"
  
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  
Great Minster House  
33 Horseferry Road  
London SW1P 4DR
  
4. Commencement Date: 31 December 2014
  
5. Expiry Date: 31 December 2024
  
6. Previous Access Agreement: Framework Track Access Agreement between HS1 Ltd and London & South Eastern Railway Limited dated 14 August 2009 (as amended)

## **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 Ltd granting the Train Operator permission to use St Pancras International.
2. An access agreement between (1) the Train Operator and (2) HS1 Ltd granting the Train Operator permission to use Ebbsfleet International.
3. An access agreement between (1) the Train Operator and (2) HS1 Ltd 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 franchise agreement dated 10 September 2014 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).
7. The Direct Agreement between the Secretary of State for Transport, the Train Operator and HS1 Ltd with respect to the Contract.

**SCHEDULE 4: TRACK CHARGES**

**PART 1**

**Other Services Charge – None**

**PART 2**

<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>I</b>	<b>J</b>
<b>Service Group</b>	<b>Vehicle Category</b>	<b>IRC Per Train Per Minute</b>	<b>Discount Factor</b>	<b>Chargeable Journey Time (Minutes)</b>	<b>DI Costs (OMRCA1) (Per Train Per Kilometer)</b>	<b>Avoidable Long-Term (OMRCA2) (Per Train Per Minute)</b>	<b>Common Long-Term Costs (OMRCB) (Per Train Per Minute)</b>	<b>Pass Through Costs (OMRCC) (Per Train Per Minute)</b>	<b>Additional IRC Per Train Per Minute</b>
Ashford - St Pancras	Class 395	£69.57	1	31	£1.58	£2.42	£30.51	£10.03	£0.31
Springhead – St Pancras	Class 395	£69.57	1	16.5	£1.58	£2.42	£30.51	£10.03	£0.31
Ebbsfleet – St Pancras	Class 395	£69.57	1	14	£1.58	£2.42	£30.51	£10.03	£0.31

St Pancras - Ebbfleet	Class 395	£69.57	1	15	£1.58	£2.42	£30.51	£10.03	£0.31
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**Notes to Table**

1. The Additional IRC set out in Column J of the table above shall be levied by HS1 Ltd on the Train Operator between:
  - a. 1 April 2015; and
  - b. the earlier of:
    - i. the date of expiry or earlier termination of this Agreement; and
    - ii. 31 March 2025.
  
2. The Additional IRC to be levied by HS1 Ltd on the Train Operator shall at the commencement of each Relevant Year be multiplied by I, where I equals:

$RPI_t \div RPI_0$

where:

RPI<sub>t</sub> means the RPI published or determined with respect to February in Relevant Year t-1; and

RPI<sub>0</sub> means the RPI published or determined with respect to February 2013 provided that where a value of RPI published or determined with respect to any February is lower than the value of RPI published or determined with respect to any previous February in or after 2013, RPI shall remain at the higher value.
  
3. The IRC set out in Column C is expressed in 2009/2010 prices.



4. The DI Costs OMRCA1 set out in Column F, the DI Costs OMRCA2 set out in Column G and the LTOP Costs OMRCB set out in Column H are expressed in 2018/2019 prices.

5. The Pass Through OMRCC set out in Column I is expressed in 2018/19 prices.

## SCHEDULE 5: THE SERVICES AND THE SPECIFIED EQUIPMENT

### 1 Definitions

1.1 In this Schedule unless the context otherwise requires:

"Arrival"	means arrivals of the Specified Equipment at any of the Stations;
"Contingent Right"	means a right under this Schedule 5 which is not a Firm Right and which is subject to the fulfilment of all Bids in respect of competing Firm Rights and any additional contingency specified in this Schedule 5;
"Contingent Train Slot"	means a Train Slot to which the Train Operator has Contingent Rights under the Contract as specified in paragraph 2.6A;
"Day"	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;
"Departures"	means departures of the Specified Equipment from any of the Stations;
"Evening Peak"	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;
"Firm Right"	has the meaning ascribed to it in Part D of the HS1 Network Code;
"Firm Train Slot"	means a Train Slot to which the Train Operator has Firm Rights under the Contract and are as specified in Table 2.1;
"Morning Peak"	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;
"NR Network Boundary"	has the meaning ascribed to it in Part A of the HS1 Network Code;
"Off Peak"	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;
"Scheduled"	has the meaning ascribed to it in Part A of the HS1 Network Code;;
"Service Group"	means any one or more (as the context may require) of the service groups described in this Schedule 5 to the Contract;
"Standard Specified Equipment"	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;
"Station"	means St Pancras International, Ebbsfleet International and/or Stratford International (as the case may be);
"Timetable Week"	has the meaning given to it in Part D of the HS1 Network Code;
"Train Service Code" or "TSC"	means the eight character code applied in the Performance Monitoring System and used to identify Services;
"Week Day"	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	Morning Peak	24647000	Ashford West Junction and St Pancras	8	0	0	Class 395
St Pancras International	Ashford West Junction	Evening Peak	24647000	Ashford West Junction and St Pancras	8	0	0	Class 395
Ashford West Junction	St Pancras International	Off Peak	24647004	Ashford West Junction and St Pancras	34	36	31	Class 395
St Pancras International	Ashford West Junction	Off Peak	24647004	Ashford West Junction and St Pancras	35	36	31	Class 395

Springhead Road Junction	St Pancras International	Morning Peak	24648000	Springhead Junction and St Pancras	7	0	0	Class 395
St Pancras International	Springhead Road Junction	Evening Peak	24648000	Springhead Junction and St Pancras	7	0	0	Class 395
Springhead Road Junction	St Pancras International	Off Peak	24648004	Springhead Junction and St Pancras	32	33	27	Class 395
St Pancras International	Springhead Road Junction	Off Peak	24648004	Springhead Junction and St Pancras	32	34	27	Class 395
Ebbsfleet	St Pancras International	Morning Peak	24649000	Ebbsfleet and St Pancras Shuttle	1	0	0	Class 395
St Pancras International	Ebbsfleet	Evening Peak	24649000	Ebbsfleet and St Pancras Shuttle	0	0	0	Class 395
Ebbsfleet	St Pancras International	Off Peak	24649004	Ebbsfleet and St Pancras Shuttle	0	0	0	Class 395
St Pancras International	Ebbsfleet	Off Peak	24649004	Ebbsfleet and St Pancras Shuttle	0	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" during the time period specified under the heading "Description" in Table 2.1 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 Timetable Week on which the Public Holiday falls.
- 2.5 Save as otherwise agreed in writing, the Train Operator shall not have any rights to operate Services on 25 December and 26 December of each Relevant Year.
- 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.

### *Contingent Train Slots*

- 2.6A The Train Operator has Contingent Rights to relief Passenger Train Slots for special or seasonal events, whenever the Train Operator believes (acting in a reasonable and proper manner) that a relief Passenger Train Slot is necessary to accommodate anticipated customer demand. These Contingent Rights are subject to:
  - (a) the whole of the relief Passenger Train Slot operating over the Routes as described in Schedule 2;
  - (b) the relief Passenger Train Slot operating using the Specified Equipment; and
  - (c) each relief Passenger Train Slot being allocated the relevant Train Service Code.

### *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.

### **Other rights**

*Station Calls*

2.9 In respect of all Services, the Train Operator has Firm Rights to call at St Pancras International, Stratford International and Ebbsfleet International.

**SCHEDULE 6: PERFORMANCE REGIME**

<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>I</b>
<b>Traffic Type</b>	<b>HS1 Poor Performance Threshold</b> (average delay per train expressed in minutes)	<b>Payment Rate</b> (per minute of average delay)	<b>HS1 Good Performance Threshold</b> (average delay per train expressed in minutes)	<b>Bonus Payment Rate</b> (per minute of average delay)	<b>Cancellation Minutes</b>	<b>Train Operator's Performance Benchmark</b> (average delay per train expressed in minutes)	<b>HS1 Ltd Performance Benchmark</b>	<b>TOC on TOC Receipt Benchmark</b>
Domestic Passenger	0.29	£94.26	0.01	£23.57	30	0.33	0.11	0.35

Notes to Table

1. Values set out in Column C and E are expressed in 2018/2019 prices.



**IN WITNESS** whereof the duly authorised representatives of HS1 Ltd 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**

acting under a Power of Attorney dated 19 September 2019

In the presence of:

Witness Signature .....

Witness Name .....

Witness Address .....

Signed by .....

Print name .....

Duly authorised for and on behalf of

**LONDON & SOUTH EASTERN RAILWAY LIMITED**

In the presence of:

Witness Signature .....

Witness Name .....

Witness Address .....