

being charged for and any other operators who will benefit from the non-physical enhancement.

Variable track usage charge

- 5.12 The variable track usage charge is designed to enable Network Rail to recover the additional maintenance and renewal costs associated with additional traffic. It is calculated by multiplying the number of vehicle miles for each vehicle type by the values for each type of rolling stock as set out in the track usage price list published by the Regulator.⁵⁴ This charge is also adjusted each year to take account of changes in the retail prices index. There is, however, no real price adjustment to usage charges between periodic reviews.
- 5.13 Operators expecting to introduce new rolling stock, or rolling stock which is not listed in the track usage price list, should ensure that the operating parameters necessary for the calculation of the variable track usage charge are made available as early as possible. These are:
- (a) weight of the vehicle;
 - (b) unsprung mass;
 - (c) maximum operating speed;
 - (d) maximum speed; and
 - (e) number of axles.

Network Rail will normally determine the charge (on the receipt of the characteristics) subject to arbitration through the provisions in Schedule 7 of franchised passenger operators' track access agreements (paragraph 9 of Part 2) and such similar provisions as may be specified in other agreements. This amendment to the price list will also be subject to the Regulator's approval.

- 5.14 The variable track usage charge is always based on a mileage cost for individual vehicles. This is the case even when vehicles are connected on a semi-permanent basis, and the operating parameters should be submitted accordingly.

⁵⁴ Appendix P, *Periodic review of Railtrack's access charges: final conclusions*, Office of the Rail Regulator, London, October 2000.