

2013 Rail Liberalisation of International

Passenger Services

Contact Guide for Potential New Operators

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1 Introduction

1.1 Who is this Guide for?

Further to the European Directive 2007/58/EC and the resultant rail liberalisation of international passenger services on 1st January 2010, this Guide is aimed at those organisations which are interested in applying to operate new international rail passenger services through the Channel Tunnel from/to other European Member States. It is also applicable to organisations seeking approval to manage a Restricted Zone or to provide physical passenger security screening or catering services at an international station or depot in the United Kingdom.

1.2 What is the Purpose of this Guide?

The purpose of this Guide is to provide a brief overview of the effects in Great Britain of liberalisation of international rail passenger services, together with the contact details of the organisations that a potential new operator would need to approach to discuss the procedures to gain approval to operate international rail passenger services through the Channel Tunnel. An international rail passenger service is one “where the train crosses at least one border of a Member State and where the principal purpose of the service is to carry passengers between stations located in different Member States; the train may be joined and/or split, and the different sections may have different origins and destinations, provided that all carriages cross at least one border” ([Directive 2007/58/EC](#)).

The Guide focuses on services between the UK and continental Europe. It does not include services between another Member State and a third country.

Once initial contact to each organisation has been made, assistance and further guidance information can be obtained from each of the organisations detailed in this Guide.

2 Context

2.1 Legislative Background

Directive 2007/58/EC on the liberalisation of international rail passenger services is part of the Third Railway Package measures, designed to open up international passenger services to competition within the EU from 1 January 2010. The Directive is now implemented in Great Britain. It was implemented through an amendment to the Railways Infrastructure (Access & Management) Regulations 2005 made by the Railways Infrastructure (Access & Management) (Amendment) Regulations 2009, and by an amendment to the Channel Tunnel (International Arrangements) Order 2005, made by Channel Tunnel (International Arrangements) (Amendment) Order 2009.

The Directive grants new rights of access for the purpose of operating international rail passenger services, and imposes new duties on rail regulatory bodies in relation to access to the infrastructure for those purposes.

Other relevant EU legislation contained in the First, Second and Third Railway Packages is detailed on the website of the [Office of Rail Regulation](#) (ORR) at:

- <http://www.rail-reg.gov.uk/server/show/nav.253>.

Relevant UK legislation is summarised on the ORR website at

- <http://www.rail-reg.gov.uk/server/show/nav.1836>.

Potential new operators will also need to be familiar with the provisions of the Railways Act 1993 and the Channel Tunnel Rail Link Act 1996. The Railways Act 1993 includes provisions regarding railway services and the providers of services for the rail network of Great Britain. The Channel Tunnel Rail Link Act 1996 disapplies the application of many provisions of the Railways Act 1993 from the High Speed 1 infrastructure (HS1), and provides for some of the regulation of that infrastructure. The HS1 route is

predominantly governed by the Railways Infrastructure (Access & Management) Regulations 2005.

The authorisation process for placing into service of new vehicles in Great Britain is governed by the Railways (Interoperability) Regulations 2011. There are also specific provisions for the reauthorisation of vehicles that are already authorised in other Member States for their use in the Tunnel in the Channel Tunnel (Safety) Order 2007 (as amended by the Channel Tunnel (Safety) (Amendment) Order 2013. More information on existing legislation and proposals to revise the framework governing interoperability in the UK can be found on the Department for Transport's pages on the GOV website.

Safety is governed on the Railways and Other Guided Transport Systems (Safety) Regulations 2006, and, in relation to the Channel Tunnel, the Channel Tunnel (Safety) Order 2007.

The Channel Tunnel (Security) Order 1994 puts in place the framework of law in the UK required to underpin the security of the Channel Tunnel, international train services, passengers and related facilities from acts of violence, including terrorism.

The relevant legislation can be viewed on the OPSI (Office of Public Sector Information) website at:

- www.opsi.gov.uk

2.2 Governance Overview

The organisations in Great Britain that perform a governance role for the purposes of the liberalisation of international rail passenger services are illustrated in [Figure 1](#). It is recommended that potential new operators of international rail passenger services through the Channel Tunnel establish early contact with each of the organisations who collectively will be responsible as below:

| Responsibility | Organisation | Website |
|---|--|---|
| European Licence | Office of Rail Regulation (ORR) or any EU Member State licensing authority | ORR: www.rail-reg.gov.uk |
| Statement of National Regulatory Provisions | ORR | ORR: www.rail-reg.gov.uk |
| Part A Safety Certificate/Safety Authorisation | ORR, Intergovernmental Commission (IGC) or any EU Member State national safety authority | ORR: www.rail-reg.gov.uk IGC: www.channeltunneligc.co.uk |
| Part B Safety Certificates | ORR and IGC | ORR: www.rail-reg.gov.uk IGC: www.channeltunneligc.co.uk |
| Authorisation or reauthorisation for placing into service of vehicles | ORR or IGC | ORR: www.rail-reg.gov.uk IGC: www.channeltunneligc.co.uk |
| Completion of “principal purpose” and “economic equilibrium” tests | ORR | ORR: www.rail-reg.gov.uk |
| Renewal or upgrade of existing vehicles | ORR Department for Transport (DfT) | DfT: http://www.gov.uk/government/policies/expanding-and-improving-the-rail- |

| Responsibility | Organisation | Website |
|---|--|---|
| | Interoperability Team or IGC | network/supporting- pages/rail-interoperability- and-standards IGC: www.channeltunneligc.co.uk |
| Transport security – issuing legal Directions, monitoring and enforcement of security regime, approval of operator’s security programme (operating procedures) | DfT Land Transport Security Division and Contingencies (TRANSEC) | DfT: http://www.dft.gov.uk/pgr/security/about/introductiontotheworkoftransec |
| Advice regarding implementation of international rail Directives | DfT International Rail | DfT: http://www.dft.gov.uk/pgr/rail/ |
| Border (Immigration and Customs) controls, including issue of requirements to comply with UK Immigration & Customs legislation and approval of Operator’s arrangements for compliance | UK Border Agency (UKBA) | UKBA: http://www.ukba.homeoffice.gov.uk/ |

2.3 Infrastructure Managers

It is recommended that potential new operators contact the infrastructure managers or facility owners at an early stage to discuss requirements for negotiating access agreements and for requesting pathway slots for the railway timetable. These organisations are:

- [Eurotunnel](#) (Concessionaire of the Channel Tunnel Fixed Link)

- [Network Rail](#) (Owner/operator of most of Great Britain's rail infrastructure excepting HS1)
- [HS1 Ltd](#) (Concessionaire of the High Speed 1 route)

3 Organisations to contact

The following is intended to provide initial contact information for new operators wishing to operate services through the Channel Tunnel as part of the liberalisation of international rail passenger services and to give the reader an overview of the process that should be adopted. Questions specific to the operation of the interested party, should be sent by e-mail to:

| Organisation | Contact | E-mail address |
|-------------------------|---------------------|--|
| ORR | Brian Kogan | Brian.Kogan@orr.gsi.gov.uk |
| DfT International Rail | Mike Franklyn | Mike.Franklyn@dft.gsi.gov.uk |
| DfT Security TRANSEC | Joe Ismail | Joe.Ismail@dft.gsi.gov.uk |
| UKBF | Colin Jackson | colin.jackson@homeoffice.gsi.gov.uk |
| Eurotunnel | Jean-Pierre Ramirez | jean-pierre.ramirez@eurotunnel.com |
| Network Rail | Juliet Brilliant | Juliet.Brilliant@networkrail.co.uk |
| High Speed 1 | Naina Mistry | naina.mistry@highspeed1.co.uk |
| IGC | Debbie Daniels | debbie.daniels@orr.gsi.gov.uk |

3.1 The Office of Rail Regulation (ORR)

The Office of Rail Regulation (ORR) is the independent safety, economic and competition regulator for Britain's railways. They are also the national safety authority under interoperability legislation for Great Britain (the IGC are the national safety authority for the Tunnel).

Regarding the liberalisation of international rail passenger services, prospective operators are advised to read the guidance information produced by ORR:

- [“Starting Mainline Operations: A Guide to the Regulatory Framework”](#) (November 2008).
- [“ORR Guidance on the assessment of new International Passenger Services”](#) (June 2009). This document explains the assessment of the “principle purpose” of the proposed new service, and details how it is determined whether the new service would compromise the “economic equilibrium” of a public service contract (as provided for in Directive [2007/58/EC](#)).

3.1.1 Operating Licences

The ORR is responsible for licensing operators of railway assets and railway undertakings in Great Britain. It will be necessary to obtain approval for one or more of the following licences from the ORR:

- Railways Act Licence (for railway assets)
- European Passenger Licence and Statement of National Regulatory Provisions (SNRP) (for railway undertakings)

Further information on how to obtain an operating licence is available at

- www.rail-reg.gov.uk/server/show/nav.197

To make an enquiry regarding Licences, in the first instance send an e-mail to licensing.enquiries@orr.gsi.gov.uk.

3.1.2 Access Agreements (Track, Station and Light Maintenance Depot)

Potential operators are also required to negotiate Track Access Agreements with the relevant facility owner(s) (for example, Network Rail, Eurotunnel, High Speed 1 company) and to submit these to ORR for approval (with the exception of those for the HS1 infrastructure or the Channel Tunnel). The role of the ORR is detailed [below](#). It is recommended that new operators read this [guide](#) for the criteria and procedures for approval of track access on the Great Britain network.

Additional guidance, templates and model contracts, including how to apply for connections to Network Rail's network and the High Speed 1 track are provided at

- <http://www.rail-reg.gov.uk/server/show/nav.201>.

It may also be necessary to arrange [Station](#) and/or [Depot Access](#) contracts, which - with the exception of the High Speed 1 stations - must also be approved by ORR.

If a person seeking access to a railway facility is unable to agree terms (an access contract) with a facility owner, it may make an application to ORR under section 17 of the Railways Act 1993 for ORR to direct the facility owner to enter into an access contract. The process for this is explained in ORR's criteria and procedures document referred to above. However, where the access provisions (sections 17 – 22A) contained in the Railways Act 1993 do not apply at a railway facility, such as in respect of access to HS1 or where exemption from those access provisions has been provided (e.g. by virtue of the Railways (Class and Miscellaneous Exemptions Order 1994), an appeal for access and services may be made to ORR under Regulation 29 of The Railways Infrastructure (Access and Management) Regulations 2005. There is a [guide](#) to making such appeals.

The ORR has also produced a draft regulatory statement for the regulation of the [HS1 infrastructure](#).

To make a general enquiry regarding track access, send an e-mail to track.access@orr.gsi.gov.uk.

To make a general enquiry regarding station or light maintenance depot access, send an email to stations.depots@orr.gsi.gov.uk.

3.2 High Speed 1

HS1 Ltd currently holds the concession to operate the High Speed 1 infrastructure, the high speed railway which links St Pancras International Station in London to the Channel Tunnel. HS1 Ltd is also the leaseholder and Station Facility Owner of the stations along High Speed 1. The stations on the route are St Pancras International Station, Stratford International Station and Ebbsfleet International Station. Ashford International is due to be transferred to HS1 during 2010 but is currently owned and operated by [Eurostar International Limited](#). HS1 Ltd is owned by London and Continental Railways whose sole shareholder is Her Majesty's Government (Department for Transport. However, as recently announced, the Government will soon sell its interest in HS1.). It is expected that the new owner will be in place by the end of the financial year. Potential new operators should be aware that the processes are unlikely to be changed though.

Network Rail (CTRL) maintains and operates some of the railway infrastructure that has physical connections with the Channel Tunnel, Dollands Moor (DB Schenker Rail (UK) Ltd Freight Terminal) and the Network Rail classic railway at Ashford, Ebbsfleet, Ripple Lane and domestic lines North of London.

The Channel Tunnel Rail Link Act 1996 (as amended in 2008), disapplies most of Great Britain's domestic economic regulatory regime from the High Speed 1 infrastructure. In May 2009, the Railways Infrastructure (Access and Management) Regulations 2005 were amended to give the ORR additional responsibilities from October 2009

concerning the economic regulation of the HS1 infrastructure. A [summary](#) of the ORR's responsibilities with regards to HS1 is available.

In August 2009, the ORR consulted on the approach to the regulation of the HS1 infrastructure through a draft regulatory statement and subsequent changes to the statement were notified in a [letter](#) dated 30 October 2009.

The criteria and procedures for the approval by ORR of Access Agreements including Track Access contracts of under one year and Station and Light Maintenance Depot contracts do not apply to the HS1 infrastructure. Under the Railways Infrastructure (Access and Management) Regulations 2009, appeals regarding stations and depots on the HS1 infrastructure can be made to the ORR though.

The ORR retains responsibility for the approval of Framework Agreements. These are track access contracts covering reservation of capacity for more than one year.

Potential new operators should also familiarise themselves with HS1 Ltd's Network Code, Operational Codes, Dispute Resolution Agreement and HS1 CAHA arrangements which can all be found at:

- <http://www.highspeed1.com/information/>

HS1 Ltd's Passenger Access Terms (August 2009) are contained in the document at:

- [http://www.highspeed1.co.uk/resources/documents/HS1_Passenger_Access_Terms\[1\].pdf](http://www.highspeed1.co.uk/resources/documents/HS1_Passenger_Access_Terms[1].pdf)

HS1 Ltd's latest Network Statement can be found at:

- <http://www.highspeed1.com/resources/documents/HS1%20Network%20Statement.pdf>

Initial enquiries should be directed to:

Wendy Spinks

Head of Revenue Development

HS1 Limited

73 Collier Street

London

N1 9BE

Tel: 0207 014 2716

E-mail: Wendy.Spinks@highspeed1.co.uk

Website: www.highspeed1.co.uk

3.3 Intergovernmental Commission (IGC)

The Treaty of Canterbury (signed 12 February 1986) created the Intergovernmental Commission (IGC) to supervise, in the name of and on behalf of the British and French Governments, all matters concerning the construction and operation of the Fixed Link, including safety and security matters. It is advised and assisted on safety matters by the Channel Tunnel Safety Authority (CTSA). Under the provisions of a binational regulation implementing Directive 2004/49 (the "Safety Directive"), transposed for Great Britain by the Channel Tunnel (Safety) Order 2007 (SI 2007 No. 3531), it is the IGC's responsibility to consider applications for Part B certificates from operators who wish to operate services through the Tunnel. Both the regulation and Guidelines covering application for safety certificates can be consulted on the IGC's website at:

- <http://www.channeltunneligc.co.uk/Regulations-and-guidance-.html?lang=en>

Under the Channel Tunnel (International Arrangements) Order 2005, amended (among other things) by the Channel Tunnel (International Arrangements) (Amendment) Order 2009, the IGC is also the economic regulatory body for the Tunnel. In this role it

monitors Eurotunnel’s activities in the market, and its relations with existing and potential customers, e.g. regarding the conditions of access to the Channel Tunnel. It also confirms and ensures that these are consistent with the principles set out in the relevant legislation; and it acts as an appeal body if railway undertakings have complaints regarding these matters.

| Intergovernmental Commission | | |
|--|---------------|--|
| Contact | Telephone | E-mail address |
| Debbie Daniels | 020 7282 3962 | debbie.daniels@orr.gsi.gov.uk |
| IGC website: http://www.channeltunneligc.co.uk/ | | |

3.4 Channel Tunnel Safety Authority

The Channel Tunnel Safety Authority (CTSA) is an independent bi-national body which advises the IGC on safety matters. The CTSA’s responsibilities are described at:

- <http://www.channeltunneligc.co.uk/Regulations-and-guidance-html?lang=en>

3.5 Department for Transport (DfT)

3.5.1 The DfT’s Land Transport Security Division aims to protect the travelling public, transport facilities and those employed in the transport industry, primarily from acts of terrorism. The objective is to retain public confidence in transport security without imposing requirements that disproportionately impacts on passenger convenience. DfT is responsible for ensuring that counter-terrorist security is delivered on the national rail network, London Underground and Channel Tunnel, and for the transit of dangerous goods. Further information can be found at:

- <http://www.dft.gov.uk/pgr/security/land/responsibilitiesoftransports4898>

The Treaty of Canterbury between the UK and France (signed 12 February 1986) ensures a joint approach for protecting the Channel Tunnel. In addition, the Channel Tunnel (Security) Order 1994 requires the operator of the Tunnel (Eurotunnel) and other railway undertakings associated with the Channel Tunnel to implement counter-terrorist security measures. In the UK, operators are responsible for the day to day delivery of security. Operators' planning to operate a new passenger service through the Channel Tunnel should seek information and advice as early as possible from DfT about the security regime that they will need to put in place. New operators will be expected to document and submit their proposed arrangements for security in the form of a security programme to the DfT. Initial enquiries should be directed to:

| DfT Land Transport Security (International rail security) | | |
|--|---------------|--|
| Contact | Telephone | E-mail address |
| Andrew Cook | 070 7944 2793 | Andrew.Cook@dft.gsi.gov.uk |
| Joe Ismail | 020 7944 2848 | Joe.Ismail@dft.gsi.gov.uk |
| Steve Bragg | 020 7944 6612 | Steve.Bragg@dft.gsi.gov.uk |
| DfT website: https://www.gov.uk/government/publications/responsibilities-of-transport-securitys-land-transport-division | | |

3.5.2 DfT International Rail

The Department for Transport's International Rail Team leads on international rail policy, in particular the negotiation and implementation of proposed EU rail legislation.

Its prime objective is to influence European rail policy development towards delivering outcomes that are in line with Government and departmental policy objectives and maximise opportunities for the UK rail industry in Europe while managing the risks to the UK domestic industry.

| DfT International Rail | | |
|--|---------------|--|
| Contact | Telephone | E-mail address |
| Mike Franklyn | 020 7944 5761 | Mike.Franklyn@dft.gsi.gov.uk |
| DfT website: http://www.dft.gov.uk/pgr/rail/ | | |

3.5.3 DfT Interoperability Team

The Department for Transport is the Competent Authority in Great Britain for the Railways (Interoperability) Regulations 2011, including the UK section of the Channel Tunnel, making decisions as to whether authorisation is required for upgrade or renewal of existing assets (infrastructure and vehicles), and as to whether derogation should be granted to specific projects from specific Technical Specifications for Interoperability (TSI) requirements. The team seeks to influence developments at the European level and represents the UK to the European Union in all negotiations relating to interoperability.

| DfT Interoperability Team | | |
|---|---------------|--|
| Contact | Telephone | E-mail address |
| Ian Jones | 020 7944 5595 | interoperability@dft.gsi.gov.uk |
| DfT interoperability webpages: https://www.gov.uk/government/expanding-and-improving-the-rail-network/supporting-pages/rail-interoperability-and-standards | | |

3.6 UK Border Force (UKBF)

The UK Border Force is a part of the Home Office and is responsible for securing the UK border at international rail stations, air and sea ports and for controlling migration to the UK, enforcing immigration and customs regulations.

It works closely with the UK Border Agency and Safeguarding, Immigration, and International Group within the Home Office. Further information detailing Border Force's responsibilities can be found at:

<http://www.bia.homeoffice.gov.uk/>.

Potential new operators of international rail services to the United Kingdom should contact the Home Office and Border Force at the earliest stage to discuss their proposed operational business model. This requirement is separate from and in addition to physical security requirements administered by the Department for Transport.

Border Force will advise the operator of the requirements they will need to meet in order to comply with UK Immigration & Customs legislation. The operator will then be required to submit a proposed operation document detailing how it will comply with these requirements and submit the document to Border Force for approval. The document should be submitted at least **24 months** in advance of the proposed operational commencement date and will inform Home Office and Border Force considerations.

A new service will **not** be able to begin operations until UK and Schengen border controls arrangements have been agreed and are in place.

Proposed Operation Document

The operation document should be comprehensive and include details of: the proposed operating time table; the proposed commencement date of the service; the passenger capacity of the rolling stock; whether rolling stock has been ordered and safety certification issued; and relevant contact details.

It should also take into account and address the following considerations where appropriate:

- Rail operators will need to detail from where the service will originate and whether it is intended that there will be any passenger/*cabotage* stops along the route. If there are to be such stops, these will need to be detailed.
- Prospective operators will need to detail the proposed arrangements for Schengen exit checks for passengers who will be leaving the Schengen area as this will affect arrangements for UK arrivals checks.
- All persons who leave the Schengen area must pass through Schengen exit controls which will be conducted by the control authority in the country where the checks are completed. The Schengen Borders Code provides a range of options for these checks including: prior to boarding the train; on the train; or at the last station prior to leaving the Schengen area. The decision as to where these controls are conducted and by which national authority is a matter for Schengen consideration and agreement between the individual countries through which the service will pass.
- For persons leaving the UK and travelling on to the Schengen area, currently all Schengen arrivals checks are conducted prior to boarding the train at St Pancras and other UK international stations by French officials. However, future arrangements remain to be determined, particularly where there is no passenger stop on French territory.
- The UK currently operates juxtaposed controls for in-bound services at rail stations in Paris, Brussels, Lille and Calais. Juxtaposed controls are where Schengen exit and UK arrivals checks are co-located and completed in line with

physical security checks prior to passengers boarding the train. Where these arrangements exist, the UK expectation is that new operators will avail themselves of those, subject to the agreement of the relevant authorities of the state in which the juxtaposed controls are located. The UK does **not** intend to introduce juxtaposed arrangements beyond those locations where they currently operate.

- Where a prospective new service will operate from a point of departure not served by existing juxtaposed controls, new operators should anticipate that UK border control arrivals checks will be completed on arrival at a UK international station. Alternatively, the operator may wish to consider the possibility of a last *cabotage* or service stop at an existing juxtaposed control station within the Schengen area which would allow both Schengen exit and UK arrivals checks to be completed. This will require the agreement of the relevant control authority in that country.
- On-train border controls are not a preferred option for the United Kingdom and potential operators should **not** plan on that basis. If an individual case was to be argued, the rail operator may be liable for the additional operating costs to Border Force of delivering such a service.
- Operators need to be aware that if passengers brought to the United Kingdom are refused entry on arrival, the operator will be liable for any detention and removal costs (including, where appropriate, back to the country of which the person is a national).
- Additionally, the UK proposes to extend the Carriers' Liability regime for inadequately documented passengers brought to the UK to rail operators. In such circumstances, the operator may then be liable to an additional penalty charge. Such a charge would normally apply where a passenger arrived in the UK without a valid passport/ national identity card or a UK visa where this is required.
- Operators should detail the passenger management measures to be adopted, to ensure that only correctly-documented persons are carried across the Schengen-UK border. The operator should detail any legal provision or specific terms and conditions of carriage they will use to give effect to this. This may require the issue of nominative tickets and the ability to check this against the holder's passport or national identity card.

- Operators will be expected to collect and provide to Border Force passenger information including for all non-EEA nationals travelling to the UK. A statement regarding the extent to which passenger data is currently collected for business purposes should be included. Further details of the nature and format for the transmission of information will be provided by the Home Office e-Borders Programme.
- Operators will also need to agree with Border Force and the French control authorities the level and location of on-train accommodation and secure storage to be provided for the use of control authorities.

| Home Office Border Force/Border Security Unit | |
|---|--|
| Contact | E-mail address |
| Colin Jackson, Home Office, Border Security Unit | Colin.Jackson@homeoffice.gsi.gov.uk |
| Martin Maynard, Home Office, Border Security Unit | Martin.Maynard2@homeoffice.gsi.gov.uk |
| Simon Eglesfield, Border Force | Simon.Eglesfield@homeoffice.gsi.gov.uk |
| UKBA website: http://www.ukba.homeoffice.gov.uk/ | |

3.7 Eurotunnel

Under the Treaty of Canterbury and a Concession Agreement with the UK and French Governments (dated 14 March 1986) Eurotunnel operates the Channel Tunnel system (the Tunnel and Terminals in France and UK).

Eurotunnel is a privately-funded Anglo/French concessionaire which designed, built and now operates the Channel Tunnel infrastructure and makes available paths to train operators who are licensed to operate cross-channel passenger and rail freight services.

Potential new train operators should contact Eurotunnel at an early stage to discuss train path requests and rolling stock capacity requirements. It is recommended that interested parties familiarise themselves with Eurotunnel's Network Statement which summarises the access conditions:

- <http://www.eurotunnelgroup.com/uk/eurotunnrl-group/our-business>

Initial enquiries should be sent to:

Railway Network Director

Eurotunnel UK Terminal

PO Box 2000

Folkestone

Kent

CT18 8XY

Tel: 01303 28 8615

E-mail: jean-pierre.ramirez@eurotunnel.com

Website: www.eurotunnel.com

3.8 Eurostar

Eurostar, which started operations in 1994, is the high-speed rail service directly linking the UK to France and Belgium via the Channel Tunnel. Eurostar International Ltd (EIL) is owned 55% by SNCF, 5% by SNCB and 45% DfT. The company has the necessary contracts in place with the relevant bodies in each country to run services. EIL operates services from St Pancras International Station and from Ashford International and Ebbsfleet International Stations. Under lease from HS1, EIL is the Infrastructure Manager responsible for the operations of the Temple Mills Depot.

In the context of transport security, Eurostar manages the Restricted Zones at St Pancras International, Ebbsfleet International and Ashford International. It conducts

physical screening of passengers and their luggage (in accordance with Directions served on them by the DfT). EIL will continue to perform this role at all the existing international stations on [High Speed 1](#). To discuss the requirements for management of the Restricted Zone and the physical screening of passengers and their luggage, potential new train operators should contact EIL and DfT regarding the requirements of the Channel Tunnel security regime. Contact details are provided below.

| | | |
|--|---------------|--|
| Eurostar | | |
| Contact | Telephone | E-mail address |
| Andrew Wilkinson | 020 7843 5099 | andrew.wilkinson@eurostar.co.uk |
| Eurostar website: www.eurostar.com | | |

3.9 Network Rail Infrastructure Limited (NRIL)

Network Rail owns and operates most of Great Britain’s rail infrastructure, except for High Speed 1. It operates, maintains and develops Britain’s tracks, signalling system, rail bridges, tunnels, level crossings, viaducts, together with 18 key stations. Network Rail is accountable to the [Office of Rail Regulation](#) (ORR) for compliance with obligations under Network Rail’s network licence. ORR approves the agreements for access by railway undertakings to Network Rail’s network.

Prospective operators wishing to do gain access to infrastructure managed by NRIL should in the first instance visit the NRIL website at:

- [Doing Business with Network Rail](#)

The company’s Network Statement which details essential information that will be required by a railway undertaking or prospective railway undertaking wishing to operate train services on Network Rail’s infrastructure can be found at:

- [Network Rail Network Statement](#)

In addition Network Rail has a stakeholder relations code of practice detailing the terms under which Network Rail do business with new passenger operators. A link is provided below:

- [New Passenger Operators Stakeholder relations Code of Practice](#)

Network Rail is the “Station Facility Owner” (SFO) for its 18 Managed Stations, for which it provides the management of all the facilities available at the station. Consequently, new railway undertakings wishing to call at the station (to load or unload passengers) or to use the station facilities will need to enter into an access agreement with Network Rail. This must be submitted to ORR for approval. Further details are available in [Network Rail’s Code of Practice for getting access to Managed Stations](#) and on the [ORR website](#).

Network Rail is the owner of some 2500 other stations in Great Britain. These stations are leased to Train Operating Companies, details of GB train operating companies can be found at: <http://www.atoc.org/train-companies>.

Initial enquiries for track access for new passenger train operators on NRIL should be directed to:

Juliet Brilliant
Commercial Manager, Contracts & Franchising
Network Rail
Kings Place
90 York Way
London
N1 9AG

Tel: 020 3356 9285

E-mail: Juliet.Brilliant@networkrail.co.uk

Website: www.networkrail.co.uk