

Route-level efficiency benefit sharing (REBS) mechanism baselines

31 March 2014

Introduction

ORR's PR13 Final Determination sets out its decision to introduce a route-level efficiency benefit sharing (REBS) mechanism for CP5, where participating operators share 25 per cent of any annual outperformance and are exposed to 10 per cent of any annual underperformance on a particular route. The CP5 Final Determination also stated that the cost assumptions for England & Wales and Scotland would act as REBS baselines for the nine England & Wales routes and Scotland. While ORR also published indicative REBS baselines for the nine England & Wales routes, it concluded that Network Rail could make adjustments to these (subject to consultation), on condition that in aggregate they equal the total England & Wales REBS baseline on a line and year basis and that they remain fixed for CP5.

The purpose of this document is to confirm Network Rail's final route-level efficiency benefit sharing (REBS) mechanism baselines for CP5, which have been calculated in accordance with the methodology set out in ORR's PR13 Final Determination . They are intended to inform franchised, open access and freight operators' decisions on whether to participate in REBS for a particular route(s). Schedule 7 of the track access contract will require train operators to make their 'opt-out' decision before 1 July 2014¹.

The elements of income and expenditure set out for each REBS route are consistent with the scope of REBS, as set out in paragraphs D27 and D28 of Annex D in the Final Determination. In addition the upside and downside payment caps have been calculated consistent with the methodology used to derive the payment caps set out in ORR's assessment of the REBS baselines in tables D2 to D11 of the Final Determination .

We set out below the final REBS baselines for each route (see Appendix B for REBS route definitions).

Status of this document

This document forms part of the overall suite of CP5 Delivery Plan documents.

¹ If a train operator wishes to opt-out of REBS for CP5, it must serve an opt-out notice on Network Rail (and copied to ORR), included in an appendix to Schedule 7 before 1 July 2014.

REBS baselines and payment caps

In the tables below, we set out the CP5 REBS route baselines and REBS upside and downside payment caps for each of Network Rail's ten operating routes, as per the REBS route definitions in Appendix B (REBS Route Boundaries).

The elements of Network Rail's income and costs included in the scope of REBS, and the methodology for calculating route payment caps are consistent with ORR's PR13 Final Determination. In addition, the total of the nine England & Wales REBS baselines are equal to the England & Wales REBS baseline, on a line-by-line and year-by-year basis, as set out in table D1 of the PR13 Final Determination.

Why the REBS baselines and Final Determination route figures differ

The differences between the final route REBS baselines set out in this document and the Final Determination figures are also provided in the tables below. The reason for these differences is because we have undertaken further business planning activity to prepare for the publication of the Delivery Plan and refined our detailed business plans so that we can achieve the efficiencies required by the Final Determination. As part of our business planning activity, we have set the efficiencies to be achieved in a more targeted way by route, by spend type and by year, to better reflect what can be achieved in different areas and taking into account our latest business plans for 2013/14. In particular, our delivery plan is geared towards the savings associated with key efficiency programmes (e.g. ORBIS, NOS). Also, for some routes (but not all), the delivery plan includes a more demanding efficiency stretch for support and maintenance costs overall, with a slightly lower efficiency stretch for operations, compared to the Final Determination. The profile of expenditures has been carefully reviewed across routes to reflect more accurately what is likely to be deliverable.

How the REBS baselines have been produced

As described above, Network Rail's delivery plan figures assume a different application of efficiency stretches across the routes and spend types than has been made in the Final Determination. This means that the total expenditure varies by spend type at the Scotland and England & Wales level, compared to the Final Determination. One of the requirements for the REBS baselines is that the totals for Scotland and England & Wales match the Final Determination by spend type and by year. To comply with this requirement, therefore, we have had to adjust our route delivery plan figures proportionally to ensure the totals match the Final Determination figures by spend type and by year. **This means that the REBS baselines and delivery plan route figures will not be the same.** In summary, the process has been as follows:

- The REBS baselines for support costs, operations, maintenance and renewals have been based on route plans incorporating targeted efficiencies and any changes in renewals volumes. These figures have been adjusted to ensure the Scotland and England & Wales totals match the Final Determination totals by spend type and by year.
- The REBS baselines for Schedule 4 reflect changes in business plans for revisions to Schedule 4 rates which incorporate changes to revenue rates under the marginal revenue effect consultation; alterations to rail replacement bus cost compensation rates to better reflect the costs faced by train operating companies; amendments to discount factor ranges; and a new charge for cancelled possessions.
- The REBS baselines for Schedule 8, consistent with ORR's Final Determination assumptions, are equal to 0.
- The methodology used to forecast Variable Usage Charge, Capacity Charge and Electrification Asset Usage Charge income can be summarised, at a high level, as follows:
 - Variable Usage Charge: Passenger Variable Usage Charge income was forecast at a Service Group level based on weighted average CP5 rates and our SBP traffic forecast. Freight Variable Usage Charge income was forecast at a commodity level based on weighted average CP5 rates and our SBP traffic forecast.
 - Capacity Charge: Franchised Passenger Capacity Charge income was forecast at a Service Group level based on weighted average CP5 rates and our SBP traffic forecast. Freight Capacity Charge income was forecast at a commodity level (for charging purposes there are three commodity groups coal and biomass, intermodal and other commodities) based on SBP traffic data with higher charge rates applying above baseline 2012/13 traffic levels. Passenger Open Access Income was forecast based on weighted average CP4 rates and our SBP traffic forecast.
 - Electrification Asset Usage Charge: Passenger Electrification Asset Usage Charge income was forecast at a Service Group level based on CP5 rates (disaggregated by AC and DC) and our SBP traffic forecast. Freight Electrification Asset Usage Charge income was forecast at a route level based on CP5 rates (disaggregated by AC and DC) and our SBP traffic forecast.

The payment caps have been calculated on the basis of 10 per cent of each route's baseline, which is consistent with the methodology set out in ORR's Final Determination. The caps have also been set on a consistent basis with the RAB roll forward approach to renewals expenditure. The upside and downside sharing rules of 25% and 10% respectively have then been applied.

Risks of the REBS mechanism

Network Rail is committed to making improvements through CP5 but is unlikely to meet the REBS baselines in the following two areas:

- Performance due to increasing demands on capacity, the challenge posed by creating conflict free timetables without reducing service levels and the potential for disruption from extreme weather. In particular train performance will be significantly lower than was assumed in the ORR's determination for 2013/14. As a result it is very likely that our PPM targets will not be met for the first two years of CP5. Therefore our business plan includes a Schedule 8 cost in each route while no Schedule 8 payments are included in the REBS baseline, consistent with the Final Determination. Our business plan is higher than the REBS baseline by around £90m.
- Track renewals requires a radical change in approach to meet efficiency requirements. Unit costs in 2013/14 are higher than those in the Final Determination. As a result, we do not currently believe we can achieve the savings assumed in the ORR's Determination. Our business plan therefore includes track renewals expenditure that is around £600m more than the REBS baseline.

While Network Rail is seeking to meet and outperform other areas, we do not yet have fully worked plans to achieve all the assumed efficiency savings in the ORR's Determination. In particular, there remain key challenges in the areas below:

- Property income and the gap to be bridged to meet the Final Determination with additional investment needed to create new revenue streams and reliance on improvement in general economic conditions and business confidence.
- The scope and pace of change that the routes are looking to achieve is challenging, in particular with respect to the way we operate and maintain our network with a greater reliance on technology and multi-skilling of staff against a background of headcount reduction and efficiency requirements, without compromising safety.
- The route plans for delivering efficiency are not yet fully scoped and the reconciliation of the nine England & Wales route baselines on a line and year basis back to the Final Determination England & Wales baseline means that route plans are not fully reflected in the REBS mechanism (due to the adjustment factors that have been applied).

As the REBS baselines are fixed for the duration of the control period, this is an area of risk to potential REBS participants. The ORR has stated that adjustments to outturn performance will only be considered if Network Rail makes 'significant' changes in spend

profile, or 'material' changes to the methodology for allocating costs between operating routes.

It is also worth noting that other external, non-controllable factors may affect performance against REBS baselines, such as extreme weather or the ability of the supply chain to respond to industry requirements. These raise uncertainty about the REBS mechanism, for which it is not possible to quantify the extent of exposure to either party.

Table 1: Scotland CP5 REBS baseline and payment caps

£m (2012-13 prices)	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total	Total FD	Change
Expenditure									
Support costs	54	47	44	42	40	38	211	211	-
RSSB and BT Police	8	8	8	7	7	7	37	37	-
Network operations	40	39	38	37	34	33	181	181	-
Network maintenance	96	106	108	104	102	95	515	515	-
Renewals	285	257	319	271	237	218	1,303	1,303	-
Schedule 4 and 8 costs	12	20	25	30	22	22	119	119	-
Total expenditure	495	478	542	490	443	413	2,365	2,365	-
Income									
Property income	(14)	(15)	(16)	(17)	(18)	(18)	(84)	(84)	-
VUC income	(20)	(18)	(18)	(19)	(19)	(20)	(94)	(94)	-
Capacity charge income	(6)	(17)	(17)	(18)	(18)	(18)	(88)	(88)	-
EAUC income	(1)	(1)	(1)	(1)	(1)	(1)	(6)	(6)	-
Total income	(40)	(52)	(53)	(54)	(56)	(58)	(273)	(273)	-
REBS baseline	455	426	489	436	387	355	2,093	2,093	-
Upside cap	6	6	6	6	5	5	28	28	-
Downside cap	2	2	3	2	2	2	11	11	-

Table 2: Anglia CP5 REBS baseline and payment caps

£m (2012-13 prices)	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total	Total FD	Change
Expenditure									
Support costs	45	48	46	43	42	40	219	193	26
RSSB and BT Police	8	7	7	7	6	6	34	34	(1)
Network operations	44	39	38	37	36	34	184	192	(8)
Network maintenance	111	113	110	105	102	93	522	484	39
Renewals	192	182	208	246	213	164	1,014	1,015	(1)
Schedule 4 and 8 costs	18	18	22	25	20	17	101	98	4
Total expenditure	417	407	430	463	418	355	2,074	2,015	59
Income									
Property income	(67)	(41)	(42)	(44)	(46)	(47)	(220)	(115)	(105)
VUC income	(18)	(16)	(17)	(17)	(18)	(19)	(87)	(87)	-
Capacity charge income	(12)	(24)	(24)	(24)	(25)	(27)	(126)	(126)	-
EAUC income	(2)	(3)	(3)	(3)	(3)	(3)	(14)	(14)	-
Total income	(99)	(85)	(86)	(88)	(92)	(96)	(446)	(341)	(105)
REBS baseline	319	323	344	374	327	259	1,627	1,674	(46)
Upside cap	4	5	5	5	4	3	22	23	(1)
Downside cap	2	2	2	2	2	1	9	9	-

Table 3: East Midlands CP5 REBS baseline and payment caps

£m (2012-13 prices)	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total	Total FD	Change
Expenditure									
Support costs	28	21	20	19	18	18	97	111	(14)
RSSB and BT Police	4	4	4	4	4	4	20	20	-
Network operations	20	17	16	15	12	11	71	86	(15)
Network maintenance	56	59	59	57	56	57	288	264	24
Renewals	166	140	119	117	119	87	581	568	13
Schedule 4 and 8 costs	25	15	13	11	10	9	58	58	-
Total expenditure	300	257	231	223	219	184	1,115	1,107	8
Income									
Property income	(2)	(2)	(2)	(2)	(2)	(2)	(9)	(46)	37
VUC income	(12)	(13)	(13)	(13)	(14)	(15)	(69)	(69)	-
Capacity charge income	(25)	(24)	(24)	(24)	(25)	(26)	(124)	(124)	-
EAUC income	0	0	0	0	(1)	(1)	(3)	(3)	-
Total income	(40)	(40)	(40)	(40)	(42)	(44)	(205)	(242)	37
REBS baseline	259	217	192	183	178	140	910	865	45
Upside cap	3	3	3	2	2	2	12	11	1
Downside cap	1	1	1	1	1	1	5	4	1

Table 4: Kent CP5 REBS baseline and payment caps

£m (2012-13 prices)	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total	Total FD	Change
Expenditure									
Support costs	38	43	41	39	38	37	197	172	25
RSSB and BT Police	6	5	5	5	5	5	24	25	-
Network operations	37	32	31	29	28	26	146	139	7
Network maintenance	74	77	75	73	71	66	362	341	21
Renewals	214	193	190	164	156	176	879	915	(36)
Schedule 4 and 8 costs	14	17	20	16	16	16	84	81	3
Total expenditure	381	367	362	325	314	325	1,693	1,672	21
Income									
Property income	(38)	(38)	(38)	(38)	(39)	(39)	(193)	(189)	(4)
VUC income	(10)	(10)	(10)	(10)	(11)	(11)	(53)	(53)	-
Capacity charge income	(12)	(20)	(20)	(20)	(20)	(21)	(100)	(100)	-
EAUC income	(1)	(1)	(1)	(1)	(1)	(1)	(6)	(6)	-
Total income	(61)	(69)	(69)	(70)	(71)	(72)	(351)	(347)	(4)
REBS baseline	320	297	293	255	243	253	1,342	1,325	17
Upside cap	4	4	4	3	3	3	17	16	1
Downside cap	2	2	2	1	1	1	7	6	1

Table 5: LNE CP5 REBS baseline and payment caps

£m (2012-13 prices)	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total	Total FD	Change
Expenditure									
Support costs	90	75	71	66	63	60	334	360	(26)
RSSB and BT Police	13	13	12	12	11	11	59	56	3
Network operations	83	73	69	64	59	57	323	328	(5)
Network maintenance	157	160	156	152	148	148	764	766	(1)
Renewals	487	367	455	389	402	414	2,027	1,988	38
Schedule 4 and 8 costs	51	30	37	36	35	45	182	191	(9)
Total expenditure	881	718	801	718	718	735	3,689	3,690	-
Income									
Property income	(22)	(25)	(26)	(28)	(29)	(31)	(139)	(188)	49
VUC income	(47)	(46)	(46)	(49)	(51)	(53)	(244)	(244)	-
Capacity charge income	(14)	(68)	(68)	(69)	(70)	(73)	(348)	(348)	-
EAUC income	(2)	(2)	(2)	(2)	(2)	(3)	(13)	(13)	-
Total income	(85)	(140)	(143)	(148)	(152)	(161)	(744)	(793)	49
REBS baseline	796	577	658	570	566	574	2,946	2,897	49
Upside cap	11	8	8	7	7	7	36	35	1
Downside cap	4	3	3	3	3	3	14	14	-

Table 6: LNW CP5 REBS baseline and payment caps

£m (2012-13 prices)	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total	Total FD	Change
Expenditure									
Support costs	120	103	98	91	86	83	461	502	(41)
RSSB and BT Police	20	19	18	17	17	16	87	86	1
Network operations	107	115	112	108	106	104	545	484	61
Network maintenance	276	262	257	248	240	228	1,234	1,296	(63)
Renewals	638	482	473	480	435	411	2,282	2,307	(25)
Schedule 4 and 8 costs	52	38	40	41	42	35	196	203	(6)
Total expenditure	1,213	1,019	998	985	926	877	4,805	4,878	(73)
Income									
Property income	(41)	(45)	(47)	(50)	(53)	(56)	(251)	(285)	34
VUC income	(59)	(58)	(59)	(61)	(63)	(64)	(305)	(305)	-
Capacity charge income	(47)	(115)	(116)	(117)	(119)	(120)	(586)	(586)	-
EAUC income	(3)	(4)	(4)	(5)	(5)	(5)	(23)	(23)	-
Total income	(150)	(222)	(227)	(232)	(239)	(245)	(1,166)	(1,200)	34
REBS baseline	1,064	797	771	752	687	632	3,639	3,678	(39)
Upside cap	15	11	10	10	9	8	48	49	(1)
Downside cap	6	4	4	4	4	3	19	19	-

Table 7: Sussex CP5 REBS baseline and payment caps

£m (2012-13 prices)	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total	Total FD	Change
Expenditure									
Support costs	25	30	28	27	27	26	138	115	24
RSSB and BT Police	5	5	5	5	5	4	24	24	-
Network operations	34	28	28	27	28	24	134	138	(5)
Network maintenance	55	59	56	53	49	49	267	267	-
Renewals	182	149	151	125	138	118	681	724	(43)
Schedule 4 and 8 costs	25	11	12	10	9	13	55	50	4
Total expenditure	327	282	281	247	256	233	1,298	1,317	(19)
Income									
Property income	(31)	(35)	(37)	(39)	(41)	(44)	(196)	(177)	(19)
VUC income	(9)	(8)	(8)	(8)	(9)	(9)	(43)	(43)	-
Capacity charge income	(16)	(40)	(40)	(40)	(41)	(41)	(203)	(203)	-
EAUC income	(1)	(1)	(1)	(1)	(1)	(1)	(5)	(5)	-
Total income	(57)	(84)	(87)	(89)	(92)	(95)	(447)	(427)	(19)
REBS baseline	270	197	194	158	164	138	851	890	(38)
Upside cap	3	2	2	2	2	1	9	9	-
Downside cap	1	1	1	1	1	0	3	3	-

Table 8: Wales CP5 REBS baseline and payment caps

£m (2012-13 prices)	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total	Total FD	Change
Expenditure									
Support costs	30	23	21	20	19	18	100	105	(5)
RSSB and BT Police	4	2	2	2	2	2	8	19	(11)
Network operations	26	24	24	23	20	19	111	117	(6)
Network maintenance	55	60	59	57	56	56	287	294	(7)
Renewals	176	164	144	136	111	108	661	640	22
Schedule 4 and 8 costs	6	17	10	16	8	7	59	60	(2)
Total expenditure	298	289	260	254	215	209	1,226	1,235	(9)
Income									
Property income	(2)	(1)	(1)	(1)	(1)	(1)	(5)	(52)	47
VUC income	(9)	(8)	(8)	(8)	(8)	(9)	(41)	(41)	-
Capacity charge income	(6)	(8)	(8)	(8)	(8)	(8)	(39)	(39)	-
EAUC income	0	0	0	0	0	0	0	0	-
Total income	(17)	(17)	(17)	(17)	(17)	(18)	(85)	(132)	47
REBS baseline	280	272	243	237	198	191	1,141	1,102	39
Upside cap	4	4	3	3	3	3	16	16	-
Downside cap	1	1	1	1	1	1	6	6	-

Table 9: Wessex CP5 REBS baseline and payment caps

£m (2012-13 prices)	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total	Total FD	Change
Expenditure									
Support costs	34	36	35	33	33	31	168	154	15
RSSB and BT Police	7	7	7	7	6	6	33	33	-
Network operations	31	27	26	25	24	22	125	143	(19)
Network maintenance	84	89	88	84	80	76	416	409	7
Renewals	252	188	181	227	204	163	962	975	(13)
Schedule 4 and 8 costs	27	16	15	17	19	15	82	78	4
Total expenditure	436	363	351	393	366	314	1,786	1,792	(5)
Income									
Property income	(29)	(34)	(36)	(38)	(40)	(41)	(189)	(170)	(19)
VUC income	(14)	(16)	(16)	(16)	(16)	(16)	(80)	(80)	-
Capacity charge income	(8)	(28)	(29)	(29)	(29)	(29)	(143)	(143)	-
EAUC income	(1)	(1)	(1)	(1)	(1)	(1)	(5)	(5)	-
Total income	(52)	(79)	(81)	(83)	(85)	(88)	(417)	(398)	(19)
REBS baseline	383	283	270	310	281	226	1,370	1,394	(24)
Upside cap	5	4	3	3	3	3	16	17	(1)
Downside cap	2	1	1	1	1	1	6	7	(1)

Table 10: Western CP5 REBS baseline and payment caps

£m (2012-13 prices)	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total	Total FD	Change
Expenditure									
Support costs	47	42	40	38	37	36	193	197	(4)
RSSB and BT Police	7	9	9	9	8	8	43	35	8
Network operations	33	30	30	30	30	29	149	159	(11)
Network maintenance	94	107	106	102	97	99	511	531	(20)
Renewals	327	301	253	246	269	259	1,329	1,284	44
Schedule 4 and 8 costs	23	25	26	23	23	26	122	121	1
Total expenditure	531	514	464	447	466	456	2,347	2,328	18
Income									
Property income	(21)	(20)	(21)	(22)	(23)	(25)	(112)	(91)	(21)
VUC income	(24)	(23)	(23)	(24)	(24)	(26)	(120)	(120)	-
Capacity charge income	(30)	(47)	(47)	(47)	(48)	(53)	(241)	(241)	-
EAUC income	0	0	0	0	(1)	(1)	(2)	(2)	-
Total income	(75)	(90)	(91)	(93)	(96)	(105)	(475)	(454)	(21)
REBS baseline	457	424	373	354	370	351	1,872	1,874	(2)
Upside cap	5	5	5	4	4	4	22	23	(1)
Downside cap	2	2	2	2	2	2	9	9	-

Appendix A – England & Wales REBS

Table 11: England & Wales sum of CP5 REBS baseline

£m (2012/13 prices)	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total	FD 2014/15	FD 2015/16	FD 2016/17	FD 2017/18	FD 2018/19	Total FD	2014/15	2015/16	2016/17	2017/18	2018/19	Total Change
Expenditure																			
Support costs	457	421	401	376	363	348	1,908	421	401	376	363	348	1908	-	-	-	-	-	-
RSSB and BT Police	75	72	69	66	64	62	332	72	69	66	64	62	332	-	-	-	-	-	-
Network operations	414	385	374	358	344	325	1,787	385	374	358	344	325	1787	-	-	-	-	-	-
Network maintenance	962	986	965	930	899	872	4,651	986	965	930	899	872	4651	-	-	-	-	-	-
Renewals	2,635	2,165	2,174	2,129	2,046	1,901	10,415	2165	2174	2129	2046	1901	10415	-	-	-	-	-	-
Schedule 4 and 8 costs	241	187	194	195	182	182	939	187	194	195	182	182	939	-	-	-	-	-	-
Total expenditure	4,784	4,215	4,178	4,053	3,898	3,688	20,033	4,215	4,178	4,053	3,898	3,688	20,033	-	-	-	-	-	-
Income																			
Property income	(253)	(242)	(250)	(262)	(274)	(285)	(1,314)	(242)	(250)	(262)	(274)	(285)	(1,314)	-	-	-	-	-	-
VUC income	(203)	(198)	(201)	(206)	(213)	(222)	(1,041)	(198)	(201)	(206)	(213)	(222)	(1,041)	-	-	-	-	-	-
Capacity charge income	(171)	(373)	(376)	(378)	(384)	(399)	(1,911)	(373)	(376)	(378)	(384)	(399)	(1,911)	-	-	-	-	-	-
EAUC income	(9)	(13)	(13)	(13)	(14)	(17)	(71)	(13)	(13)	(13)	(14)	(17)	(71)	-	-	-	-	-	-
Total income	(636)	(827)	(840)	(860)	(886)	(923)	(4,336)	(827)	(840)	(860)	(886)	(923)	(4,336)	-	-	-	-	-	-
Total of REBS baselines	4,148	3,388	3,338	3,193	3,012	2,765	15,697	3,388	3,338	3,193	3,012	2,765	15,697	-	-	-	-	-	-

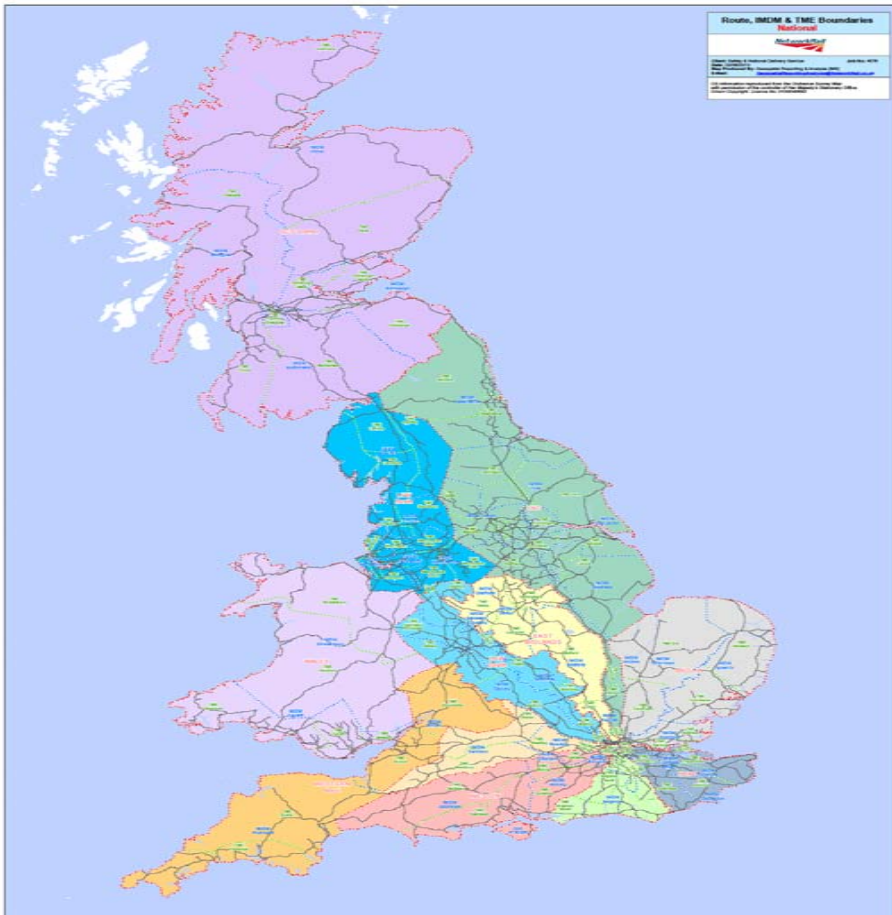
The total of the REBS baselines for England & Wales is the same as the Final Determination for both the control period and individual years within the control period.

Appendix B – REBS route boundaries

Figure 1 below illustrates the route boundaries as set at the time of the Final Determination for CP5. The tables provide more detail as to how the routes are composed with respect to section manager areas, track maintenance areas and delivery units. These define the areas of responsibility within routes for maintenance and renewals activity.

It is important to note that at the time of publication this information is current and up-to-date but will be subject to change as our business evolves during CP5. Network Rail's reporting of REBS during CP5 will be consistent with the finalised route definitions as set out in this document.

Figure 1: Map of REBS Route Boundaries



Note: LNW (depicted in blue) shows LNW North and LNW South. Western (depicted in orange) shows Thames Valley and West Country.

Table 12: REBS route definitions (1)

Route	Route definition		
	Track section manager area	Track maintenance engineer area	Delivery unit area
Anglia	TSM Barking	TME Barking	Romford MDU - HT6
Anglia	TSM Broxbourne	TME Tottenham	Tottenham MDU - HT8
Anglia	TSM Camden	TME Tottenham	Tottenham MDU - HT8
Anglia	TSM Colchester	TME Ipswich	Ipswich MDU - HT7
Anglia	TSM Ely	TME Ely	Tottenham MDU - HT8
Anglia	TSM Ipswich	TME Ipswich	Ipswich MDU - HT7
Anglia	TSM Leigh-on-Sea	TME Barking	Romford MDU - HT6
Anglia	TSM Lowestoft	TME Norwich	Ipswich MDU - HT7
Anglia	TSM March	TME Ely	Tottenham MDU - HT8
Anglia	TSM Norwich	TME Norwich	Ipswich MDU - HT7
Anglia	TSM Romford	TME Romford	Romford MDU - HT6
Anglia	TSM Shenfield	TME Romford	Romford MDU - HT6
Anglia	TSM Tottenham Hale	TME Tottenham	Tottenham MDU - HT8
East Midlands	TSM Bedford	TME Bedford	Bedford MDU - HM8
East Midlands	TSM Burton	TME Derby	Derby MDU - HM9
East Midlands	TSM Cricklewood	TME Luton	Bedford MDU - HM8
East Midlands	TSM Derby	TME Derby	Derby MDU - HM9
East Midlands	TSM Kettering	TME Bedford	Bedford MDU - HM8
East Midlands	TSM Leicester	TME Leicester	Derby MDU - HM9
East Midlands	TSM Loscoe	TME Nottingham	Derby MDU - HM9
East Midlands	TSM Luton	TME Luton	Bedford MDU - HM8
East Midlands	TSM Nottingham	TME Nottingham	Derby MDU - HM9
East Midlands	TSM Oakham	TME Bedford	Bedford MDU - HM8
East Midlands	TSM Trent	TME Leicester	Derby MDU - HM9

Table 13: REBS route definitions (2)

Route	Route definition		
	Track section manager area	Track maintenance engineer area	Delivery unit area
Kent	TSM Ashford	TME Ashford	Ashford MDU - HK6
Kent	TSM Dartford	TME Dartford	Lon Bridge MDU - HK4
Kent	TSM East Kent	TME Faversham	Ashford MDU - HK6
Kent	TSM Herne Hill	TME Orpington	Orpington MDU - HK5
Kent	TSM Hither Green	TME Dartford	Lon Bridge MDU - HK4
Kent	TSM London Bridge	TME London Bridge	Lon Bridge MDU - HK4
Kent	TSM Medway	TME Faversham	Ashford MDU - HK6
Kent	TSM Orpington	TME Orpington	Orpington MDU - HK5
Kent	TSM Tonbridge	TME Tonbridge	Orpington MDU - HK5
London North East	TSM Barnetby	TME Barnetby	Sheffield MDU - HG4
London North East	TSM Darlington	TME Darlington	York MDU - HG7
London North East	TSM Doncaster East	TME Doncaster	Doncaster MDU - HG3
London North East	TSM Doncaster West	TME Doncaster	Doncaster MDU - HG3
London North East	TSM Finsbury Park	TME Finsbury Park	Peterborough MDU - HG2
London North East	TSM Grantham	TME Doncaster	Doncaster MDU - HG3
London North East	TSM Heaton	TME Morpeth	Newcastle MDU - HG8
London North East	TSM Hitchin	TME Hitchin	Peterborough MDU - HG2
London North East	TSM Huddersfield	TME Wakefield	Leeds MDU - HG6
London North East	TSM Hull	TME York	York MDU - HG7
London North East	TSM Knottingley East	TME Knottingley	York MDU - HG7
London North East	TSM Knottingley West	TME Knottingley	York MDU - HG7
London North East	TSM Leeds	TME Leeds	Leeds MDU - HG6
London North East	TSM Lincoln	TME Lincoln	Sheffield MDU - HG4
London North East	TSM Middlesbrough	TME Newcastle	Newcastle MDU - HG8

Table 14: REBS route definitions (3)

Route	Route definition		
	Track section manager area	Track maintenance engineer area	Delivery unit area
London North East	TSM Morpeth	TME Morpeth	Newcastle MDU - HG8
London North East	TSM Newcastle	TME Newcastle	Newcastle MDU - HG8
London North East	TSM Peterborough Nth	TME Peterborough	Peterborough MDU - HG2
London North East	TSM Peterborough Sth	TME Peterborough	Peterborough MDU - HG2
London North East	TSM Retford	TME Sheffield	Sheffield MDU - HG4
London North East	TSM Sheffield North	TME Sheffield	Sheffield MDU - HG4
London North East	TSM Sheffield South	TME Sheffield	Sheffield MDU - HG4
London North East	TSM Shipley	TME Leeds	Leeds MDU - HG6
London North East	TSM Sleaford	TME Lincoln	Sheffield MDU - HG4
London North East	TSM Wakefield	TME Wakefield	Leeds MDU - HG6
London North East	TSM York (Central)	TME York	York MDU - HG7
London North East	TSM York (ECML)	TME Darlington	York MDU - HG7
London North West	TSM Appleby	TME Appleby	Lancs&Cumbria MDU - HR1
London North West	TSM Banbury	TME Banbury	Saltley MDU - HS6
London North West	TSM Blackburn	TME Blackburn	Lancs&Cumbria MDU - HR1
London North West	TSM Bolton	TME Manchester North	Manchester MDU - HR5
London North West	TSM Carlisle	TME Carlisle	Lancs&Cumbria MDU - HR1
London North West	TSM Carnforth	TME Carnforth	Lancs&Cumbria MDU - HR1
London North West	TSM Chester	TME Liverpool	Liverpool MDU - HR4
London North West	TSM Chinley	TME Manchester East	Manchester MDU - HR5
London North West	TSM Coventry	TME Sandwell& Dudley	S/wel& Dud MDU - HS7
London North West	TSM Crewe North	TME Crewe	Liverpool MDU - HR4
London North West	TSM Crewe South	TME Crewe	Liverpool MDU - HR4
London North West	TSM Cumbrian Coast	TME Appleby	Lancs&Cumbria MDU - HR1

Table 15: REBS route definitions (4)

Route	Route definition		
	Track section manager area	Track maintenance engineer area	Delivery unit area
London North West	TSM Edge Hill	TME Liverpool	Liverpool MDU - HR4
London North West	TSM Euston	TME Euston	Euston MDU - HS9
London North West	TSM Guide Bridge	TME Manchester East	Manchester MDU - HR5
London North West	TSM High Wycombe	TME Banbury	Saltley MDU - HS6
London North West	TSM Kirkham	TME Preston	Lancs&Cumbria MDU - HR1
London North West	TSM Leighton Buzzard	TME Bletchley	Bletchley MDU - HS8
London North West	TSM Mersey	TME Mersey	Liverpool MDU - HR4
London North West	TSM Milton Keynes	TME Bletchley	Bletchley MDU - HS8
London North West	TSM Northampton	TME Rugby	Bletchley MDU - HS8
London North West	TSM Nuneaton	TME Nuneaton	Stafford MDU - HS0
London North West	TSM Piccadilly	TME Manchester South	Manchester MDU - HR5
London North West	TSM Preston	TME Preston	Lancs&Cumbria MDU - HR1
London North West	TSM Rugby North	TME Rugby	Bletchley MDU - HS8
London North West	TSM Rugby South	TME Rugby	Bletchley MDU - HS8
London North West	TSM Saltley	TME Saltley	Saltley MDU - HS6
London North West	TSM Sandwell&Dudley	TME Sandwell& Dudley	S/wel& Dud MDU - HS7
London North West	TSM Stafford	TME Stafford	Stafford MDU - HS0
London North West	TSM Stoke	TME Stafford	Stafford MDU - HS0
London North West	TSM Stonebridge Park	TME Euston	Euston MDU - HS9
London North West	TSM Stourbridge	TME Saltley	Saltley MDU - HS6
London North West	TSM Victoria	TME Manchester North	Manchester MDU - HR5
London North West	TSM Walsall	TME Sandwell& Dudley	S/wel& Dud MDU - HS7
London North West	TSM Warrington	TME Warrington	Liverpool MDU - HR4
London North West	TSM Watford	TME Watford	Euston MDU - HS9

Table 16: REBS route definitions (5)

Route	Route definition		
	Track section manager area	Track maintenance engineer area	Delivery unit area
London North West	TSM Whitacre	TME Saltley	Saltley MDU - HS6
London North West	TSM Wigan	TME Warrington	Liverpool MDU - HR4
London North West	TSM Wilmslow	TME Manchester South	Manchester MDU - HR5
Scotland	TSM Carstairs	TME Motherwell	Motherwell MDU - HL4
Scotland	TSM Central(Glasgow)	TME Central(Glasgow)	Glasgow MDU - HL5
Scotland	TSM Crianlarich	TME Glasgow	Glasgow MDU - HL5
Scotland	TSM Dingwall	TME Inverness	Perth MDU - HL2
Scotland	TSM Dumfries	TME Motherwell	Motherwell MDU - HL4
Scotland	TSM Dundee	TME Perth	Perth MDU - HL2
Scotland	TSM Edin Cent. East	TME Edinburgh	Edinburgh MDU - HL3
Scotland	TSM Edin Cent. West	TME Edinburgh West	Edinburgh MDU - HL3
Scotland	TSM Edinburgh North	TME Edinburgh North	Edinburgh MDU - HL3
Scotland	TSM Edinburgh South	TME Edinburgh	Edinburgh MDU - HL3
Scotland	TSM Edinburgh West	TME Edinburgh West	Edinburgh MDU - HL3
Scotland	TSM Fort William	TME Glasgow	Glasgow MDU - HL5
Scotland	TSM Glasgow North	TME Glasgow	Glasgow MDU - HL5
Scotland	TSM Glasgow South	TME Central(Glasgow)	Glasgow MDU - HL5
Scotland	TSM Helmsdale	TME Inverness	Perth MDU - HL2
Scotland	TSM Inverness	TME Inverness	Perth MDU - HL2
Scotland	TSM Irvine	TME Irvine	Motherwell MDU - HL4
Scotland	TSM Keith	TME Inverness	Perth MDU - HL2
Scotland	TSM Maybole	TME Irvine	Motherwell MDU - HL4
Scotland	TSM Motherwell	TME Motherwell	Motherwell MDU - HL4
Scotland	TSM Perth	TME Perth	Perth MDU - HL2

Table 17: REBS route definitions (6)

Route	Route definition		
	Track section manager area	Track maintenance engineer area	Delivery unit area
Sussex	TSM Barnham	TME Brighton South	Brighton MDU - HU4
Sussex	TSM Brighton	TME Brighton South	Brighton MDU - HU4
Sussex	TSM Croydon	TME Croydon North	Croydon MDU - HU3
Sussex	TSM Horsham	TME Brighton North	Brighton MDU - HU4
Sussex	TSM London Victoria	TME Croydon North	Croydon MDU - HU3
Sussex	TSM Norwood	TME Croydon South	Croydon MDU - HU3
Sussex	TSM Three Bridges	TME Brighton North	Brighton MDU - HU4
Wales	TSM Aber	TME Cardiff	Cardiff MDU - HC6
Wales	TSM Cardiff	TME Cardiff	Cardiff MDU - HC6
Wales	TSM Haverfordwest	TME Swansea	Cardiff MDU - HC6
Wales	TSM Hereford	TME Hereford	Shrewsbury MDU - HC7
Wales	TSM Llandrindod	TME Hereford	Shrewsbury MDU - HC7
Wales	TSM Llandudno	TME Shrewsbury	Shrewsbury MDU - HC7
Wales	TSM Llanelli	TME Swansea	Cardiff MDU - HC6
Wales	TSM Machynlleth	TME Hereford	Shrewsbury MDU - HC7
Wales	TSM Newport	TME Newport	Cardiff MDU - HC6
Wales	TSM Port Talbot	TME Swansea	Cardiff MDU - HC6
Wales	TSM Shrewsbury	TME Shrewsbury	Shrewsbury MDU - HC7
Wessex	TSM Basingstoke	TME Woking	Woking MDU - HW3
Wessex	TSM Brockenhurst	TME Eastleigh	Eastleigh MDU - HW4
Wessex	TSM Clapham	TME Clapham	Clapham MDU - HW2
Wessex	TSM Eastleigh	TME Eastleigh	Eastleigh MDU - HW4
Wessex	TSM Feltham	TME Feltham	Clapham MDU - HW2
Wessex	TSM Guildford	TME Guildford	Woking MDU - HW3

Table 18: REBS route definitions (7)

Route	Route definition		
	Track section manager area	Track maintenance engineer area	Delivery unit area
Wessex	TSM Havant	TME Guildford	Woking MDU - HW3
Wessex	TSM Salisbury	TME Salisbury	Eastleigh MDU - HW4
Wessex	TSM Wimbledon	TME Feltham	Clapham MDU - HW2
Wessex	TSM Woking	TME Woking	Woking MDU - HW3
Wessex	TSM Yeovil	TME Salisbury	Eastleigh MDU - HW4
Western	TSM Bristol QAR	TME Bristol	Bristol MDU - HD3
Western	TSM Didcot	TME Swindon	Swindon MDU - HV2
Western	TSM Gloucester	TME Gloucester	Bristol MDU - HD3
Western	TSM Newbury	TME Westbury	Swindon MDU - HV2
Western	TSM Newton Abbot	TME Exeter	Plymouth MDU - HD4
Western	TSM Paddington	TME West Ealing	Reading MDU - HV1
Western	TSM Parkway	TME Bristol	Bristol MDU - HD3
Western	TSM Reading	TME Reading	Reading MDU - HV1
Western	TSM Slough	TME Reading	Reading MDU - HV1
Western	TSM Swindon	TME Swindon	Swindon MDU - HV2
Western	TSM Taunton	TME Exeter	Plymouth MDU - HD4
Western	TSM Tavi Junction	TME Plymouth	Plymouth MDU - HD4
Western	TSM Truro	TME Plymouth	Plymouth MDU - HD4
Western	TSM West Ealing	TME West Ealing	Reading MDU - HV1
Western	TSM Westbury	TME Westbury	Swindon MDU - HV2
Western	TSM Worcester	TME Gloucester	Bristol MDU - HD3