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Dear Ekta,

Network Rail consultation on charging for losses and regenerative braking for metered operators on the dc network

This letter sets out TfL's responses to the consultation. TfL is content for the contents of this response to be published.

TfL is content with the proposal to reduce the dc losses factor to 15.57% for the southern region during Control Period 5 (CP5). This represents a significant reduction compared to the current losses factor (27%) that will ensure Network Rail is fully incentivised to reduce power transmission losses during CP5, thereby minimising industry costs.

TfL's responses to the questions posed in the paper covering regenerative braking on the dc network are given below:

(A) Do you have any further views on our Sep 2012 proposal to retain the 15% regenerative braking discount for modelled dc usage?

TfL considers that the regenerative braking discount should be retained at 15% during CP5 and CP6 to maximise the incentive for operators to provide regenerative braking capability on their trains.

(B) Do you agree with our proposal to continue using the current approach to reflecting regenerated energy in metered dc charges? (i.e. apply total losses mark-up to net energy consumption)

TfL agrees with the proposal to continue to use the current approach.

(C) Do you have any views on the consideration of a separate losses factor for metered regenerated energy in CP6?

The inclusion of a separate losses factor for metered regenerated energy would be desirable in CP6 to ensure that the losses of regenerated energy created by metered trains is properly taken into account by the billing process.

(D) Do you have any other views on our approach to reflecting regenerated energy in metered dc charges?

TfL has no comment to make in response to this question.

Yours sincerely,

**Alan Smart,
Principal Planner – Forecasting,
Rail Planning team.**