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**Re: Allocating Freight Vehicles to Suspension Banda – Consultation on a Revised Approach**

Thank you for the opportunity to comment on the above consultation.

Having reviewed our original comments provided to you in July 2011, we are pleased to advise that we consider the Revised Approach to be generally fit for purpose when dealing with existing (i.e. 'known') bogie types.

Our interpretation of the Revised Approach assumes that if a customer or manufacturer selects an existing bogie with its known characteristics and pairs with a generic body/frame, this will enable the banding to be pre-determined (not precluding the opportunity to improve upon the pre-determined banding level through design etc.). As a result, this will enable the purchaser, wagon and bogie manufacturers to enter into contract.

However, even under the Revised Approach, we remain concerned that if a new bogie type is required by a purchaser (for whatever reason) and is contractually linked to a specific suspension band, as the bogie/wagon characteristics will only be determined following design completion and subsequent testing, the manufacturer could face significant contractual issues, should the final design ultimately fail to achieve the purchaser's requirement.

Yours sincerely,



**Andrew Markwell**  
**Engineering Director**  
**W H Davis Ltd.**