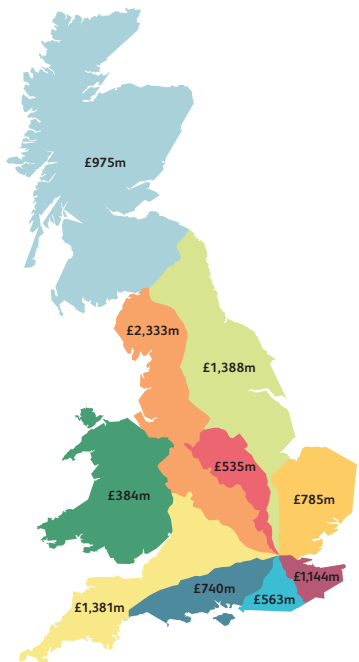


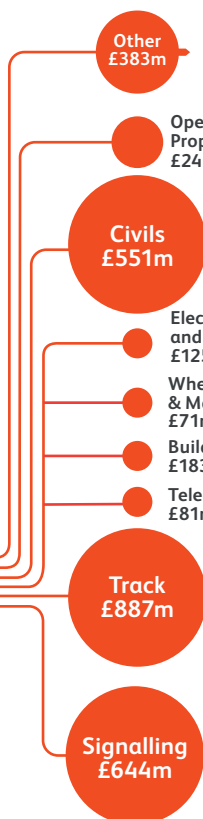
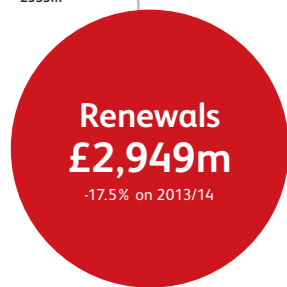
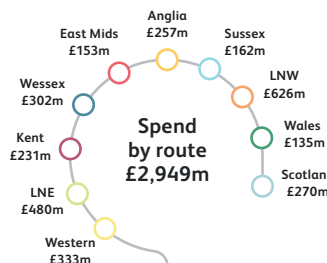
Network Rail expenditure in 2014/15

£10,228m⁽¹⁾

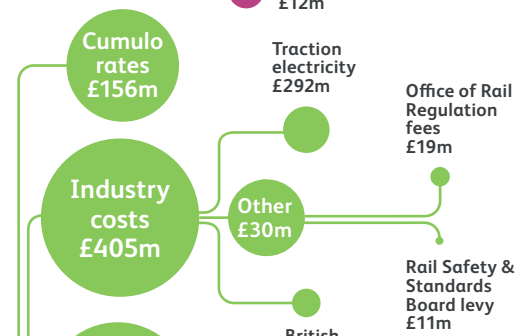
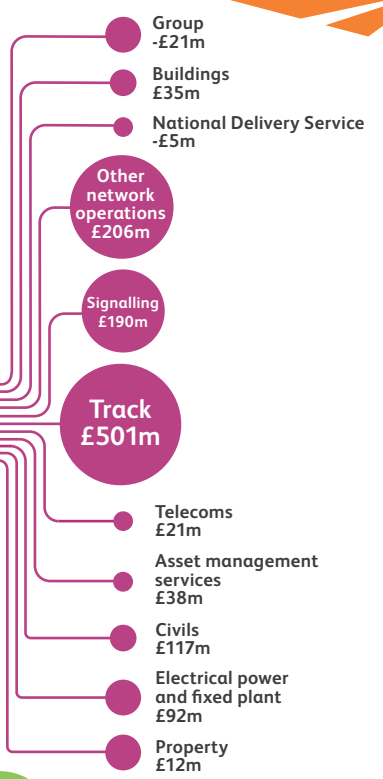
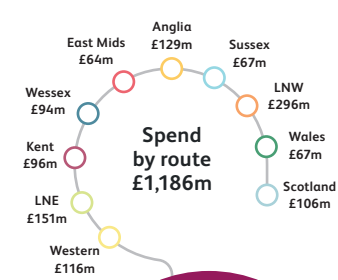
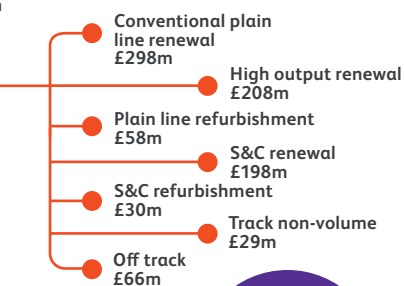
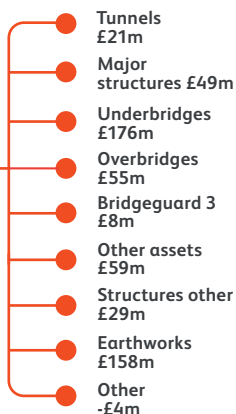
-8.4% on 2013/14



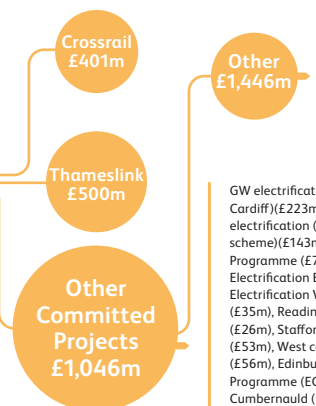
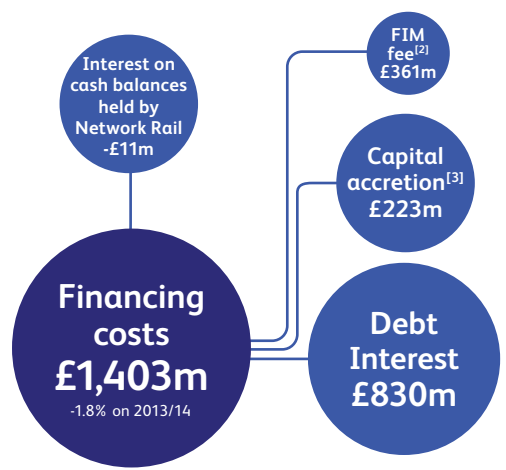
Total Spend within route



Information technology (£159m), Asset information strategy (£3m), Intelligent infrastructure (£13m), Faster isolations (£9m), Small plant (£4m), CP4 rollover (£195m)



Human resources (£41m), Information management (£67m), Government and corporate affairs (£15m), Group strategy (£9m), Finance (£18m), Business services (£15m), Accommodation (£82m), Utilities (£43m), Insurance (£48m), Legal and inquiry (£7m), Safety and sustainable development (£24m), Strategic sourcing (£7m), Business change (£2m), Other corporate functions (£36m), Asset management services (£35m), Network Rail telecom (£49m), National delivery service (£0m), Investment Projects (-£19m), Commercial property (-£4m), Group costs (-£58m)



Funds (£191m), Named schemes (£151m), HLOS (£57m), CP4 Rollovers (£286m), Seven day railway projects (£17m), ERTMS Cab fitment (£9m), R&D allowance (£3m), Depots and stabling (£18m), Income generating property schemes (£97m), Government sponsored (£87m), Spend to Save Schemes (£26m), Schemes promoted by third parties (£11m), Discretionary Investment (£19m), Third Party PAYG (£474m)

GW electrification (Paddington to Cardiff)(£223m), Bridgend to Swansea electrification (£4m), East West Rail (committed scheme)(£143m), Northern Hub (£165m), IEP Programme (£70m), North Trans Pennine Electrification East (£16m), North Trans Pennine Electrification West (£3m), NW Electrification (£35m), Reading station area redevelopment (£26m), Stafford area improvement scheme (£53m), West coast power supply upgrade (£56m), Edinburgh Glasgow Improvements Programme (EGIP) Electrification of Springburn to Cumbernauld (£9m), (EGIP) Edinburgh to Glasgow Electrification (£54m), (EGIP) Edinburgh Gateway Station (£7m), (EGIP) Infrastructure Projects (£20m), Border Railway Project (£162m)

- [1] Values in solid coloured nodes = total organisation spend. This excludes all expenditure related to HS1. For further details, please refer to our annual accounts
<http://www.networkrail.co.uk/transparency/datasets>
- [2] If we are unable to meet our payment obligations on outstanding market debt (interest or principal) then the noteholders have a direct claim on the UK Government via the FIM. We pay an annual fee for this indemnity, calculated at 1.10% of the outstanding gross debt covered by the indemnity
- [3] Accretion relates to the increase in the nominal value of index-linked bonds. The inflation of these bonds is linked to the retail price index and the inflation is expensed annually
- [4] For information on Schedule 4 and planned disruption to the railway visit:
<http://www.networkrail.co.uk/payments-for-planned-disruption-on-the-railway/?cd=1>
- For information on Schedule 8 and unplanned disruption to the railway visit:
<http://www.networkrail.co.uk/payments-for-disruption-on-the-railway>
- [5] London North Eastern
- [6] London North Western
- [7] This does not include PAYG