

# FINANCIAL STATEMENTS

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# INDEPENDENT AUDITOR'S REPORT

to the sole members of Network Rail Infrastructure Limited



## Opinion on financial statements

I have audited the financial statements of Network Rail Limited for the year ended 31 March 2021 which comprise the group income statement; group statement of comprehensive income; group statement of changes in equity; group and parent company balance sheets; group and parent company statement of cash flows; and the related notes, including the significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and International Financial Reporting Standards as applied in accordance with the provisions of the Companies Act 2006.

I have also audited the information in the Directors' Remuneration Report that is described in that report as having been audited.

In my opinion the financial statements:

- give a true and fair view of the state of the group's and the parent company's affairs as at 31 March 2021 and of the group's profit for the year then ended;
- have been properly prepared in accordance with International Financial Reporting Standards as adopted by European Union; and
- have been prepared in accordance with the requirements of the Companies Act 2006.

## Opinion on regularity

In my opinion, in all material respects the income and expenditure recorded in the financial statements have been applied to the purposes intended by Parliament and the financial transactions recorded in the financial statements conform to the authorities which govern them.

## Basis of opinions

I conducted my audit in accordance with International Standards on Auditing (ISAs) (UK), applicable law and Practice Note 10 'Audit of Financial Statements of Public Sector Entities in the United Kingdom'. My responsibilities under those standards are further described in the Auditor's responsibilities for the audit of the financial statements section of my report.

Those standards require me and my staff to comply with the Financial Reporting Council's Revised Ethical Standard 2019. I have also elected to apply the ethical standards relevant to listed entities. I am independent of Network Rail Limited in accordance with the ethical requirements that are relevant to my audit of the financial statements in the UK. My staff and I have fulfilled our other ethical responsibilities in accordance with these requirements.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

The framework of authorities described in the table below has been considered in the context of my opinion on regularity.

Framework of Authorities	
Authorities for a company	Companies Act 2006
Operating requirements	Network Licence
HM Treasury and related authorities	Managing Public Money

## Conclusions relating to going concern

In auditing the financial statements, I have concluded that Network Rail Limited's use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

My evaluation of the director's assessment of the entity's ability to continue to adopt the going concern basis of accounting included evaluation of management's assessment of future cash requirements; future income streams; potential legislative changes; and the impact of the government's publication of the 'Williams-Shapps Plan for Rail' White Paper.

The Williams-Shapps Plan for Rail was published on 20 May 2021 and makes recommendations for reform of the rail industry. These recommendations include establishing a new public sector body (Great British Railways) into which Network Rail will be absorbed. Legislation will be required to bring about these changes and Great British Railways is not expected to be created until 2023. I have reviewed the recommendations and made enquiries with Network Rail Limited; the Department for Transport; and the Office of Rail and Road. Decisions on how these proposals will be implemented and precisely how this will impact on Network Rail Limited are still to be taken.

Based on the work I have performed, I have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on Network Rail Limited's ability to continue as a going concern for a period of at least twelve months from when the financial statements are authorised for issue.

In relation to the entities reporting on how they have applied the UK Corporate Governance Code, I have nothing material to add or draw attention to in relation to the directors' statement in the financial statements about whether the director's considered it appropriate to adopt the going concern basis of accounting.

My responsibilities and the responsibilities of the directors with respect to going concern are described in the relevant sections of this report.

## Overview of my audit approach

### Key audit matters

Key audit matters are those matters that, in my professional judgment, were of most significance in the audit of the financial statements of the current period and include the most significant assessed risks of material misstatement (whether or not due to fraud) identified by the auditor, including those which had the greatest effect on the overall audit strategy; the allocation of resources in the audit; and directing the efforts of the engagement team.

These matters were addressed in the context of the audit of the financial statements as a whole, and in forming my opinion thereon. I do not provide a separate opinion on these matters.

I consider the following areas of particular audit focus to be those areas that had the greatest effect on my overall audit strategy, the allocation of resources in my audit and directing the efforts of the audit team in the current year. These matters were addressed in the context of my audit of the financial statements as a whole, and in forming my opinion thereon, and I do not provide a separate opinion on these matters.

This is not a complete list of all risks identified by my audit but only those areas that had the greatest effect on my overall audit strategy, allocation of resources and direction of effort. I have not, for example, included information relating to the work I have performed on the risk of fraud through management override of control, an area where my work has not identified any matters to report.

The areas of focus were discussed with the Audit and Risk Committee; their report on matters that they considered to be significant to the financial statements is set out on pages 112 and 113.

I did not include the 'first time adoption of IFRS 16 – leases' as a significant risk for my audit this year as this occurred in 2019-20 and I no longer consider this to be a key audit matter.

## Property, plant and equipment – valuation of the rail network

### Description of risk

The group accounts for the rail network as a single asset carried in the Balance Sheet at its fair value. In the absence of an active market, fair value is estimated using the discounted cash flows associated with the asset.

As explained in Note 12 to the financial statements, the group continues to use the Regulated Asset Base ('RAB') as the starting point for its discounted cash flow valuation of the railway network. This is on the basis that a private owner of the railway network asset would have its revenue requirement determined using the building block model of regulation.

The value of the RAB at 31 March 2021 (after the effects of inflation, qualifying capital expenditure, and amortisation) is £72.7 billion. Management continues to acknowledge that, in pricing the asset, an investor would make an assessment of the deliverability of the current regulatory determination, and a discount of £475 million has been applied to the RAB value in determining the fair value of the rail network asset at the reporting date (31 March 2020: discount of £475 million). This is termed the Performance Adjustment and, as in previous years, has been calculated based on management's own performance forecasts for the remainder of the current Control Period (CP6). As per management's disclosures in Note 2 under 'Critical accounting judgements and sources of uncertainty' and in Note 12, inherent estimation uncertainty in this area is considerable in light of the forecasting element. This year, management have specifically considered the ongoing impact of COVID-19 and notes a specific assumption about the return of property income (principally from managed stations) to baseline levels by the end of the current Control Period in 2023-24.

A further discount of £217 million (31 March 2020: discount of £251 million) has been applied to reduce the reported fair value of the rail network asset to £72.0 billion (31 March 2020: £71.8 billion). This adjustment is equal to the value of assets separately recognised as Investment Property and relevant Assets Held for Sale balances, and is applied on the basis that under the traditional regulatory model, the revenue requirement of the regulated entity is calculated net of the income the entity expects to generate from the property assets. Further information is included in note 12.

In evaluating the value of the RAB, I focused my audit effort on the continuing validity of the underlying valuation assumptions, and on the estimation of the Performance Adjustment.

## How the scope of my audit responded to the risk

### Key observations

#### Evaluating underlying valuation assumptions

Having read the regulator's determination for CP6, I considered whether a market participant could reasonably expect their revenue requirement to be determined using the traditional regulatory funding model. I assessed as reasonable management's judgement that a market participant would value the railway network asset by reference to the RAB. I confirmed with the regulator that, in their view, the sale of all (or part) of the railway network could take place without a regulatory re-opener (i.e. a new regulatory determination with revised outputs and a revised assessment of efficient costs). Accordingly, I assessed as reasonable management's judgement that in valuing the railway network asset a market participant would make an adjustment to deliverability of the current regulatory determination (see below). I also reviewed the reasonableness of the other underpinning assumptions noted in Note 12.

This year I also took into account the publication of the recommendations in the Williams-Shapps Plan for Rail White Paper which includes proposals for a new government entity to be established which will own the rail infrastructure. Having reviewed management's position, I evaluated as reasonable their view that whilst the White Paper indicates that government intends to maintain ownership of the railway network in the future, the use of RAB as the basis for the valuation included in the accounts remains appropriate. As part of my evaluation I took into account, amongst other things, the recent use of the RAB as a basis for pricing the transfer of railway assets between Network Rail and the Welsh government.

#### Addressing measurement uncertainty – the performance adjustment

The company has measured the performance adjustment as the difference between its revised CP6 Delivery Plan, updated at 31 March 2021 to reflect its latest forecast, and the CP6 regulatory baseline.

I evaluated the appropriateness of the method of measurement, and the inherent assumptions, by assessing the ongoing validity of the theoretical assumptions underpinning this RAB-based valuation and assessing management's performance forecast against relevant metrics. I am satisfied with the ongoing validity of the theoretical assumptions following a detailed review on the impact of CP6. I have also assessed management's measurement of the performance adjustment relevant to a third party as reasonable. I obtained this assurance by evaluating, at a high-level, the company's performance forecasts for CP6 against its historic and emerging performance trends, as well as publicly available metrics (e.g. on train performance) and my wider understanding of the business.

I also considered management's assumptions in respect of the impact of COVID-19, for example in respect of the future prospects of commercial income, in determining whether inputs to the estimate were within a reasonable range and reviewed the adequacy of management's disclosures on significant judgments.

### Key observations

In the course of completing this work, I did not identify any material misstatements in the valuation of the railway network recognised, and disclosed, in the financial statements.

## Defined Benefit Pensions Scheme – valuation of deficit

### Description of risk

The group is party to two defined benefit pension schemes. Based on risk and value, I focused my work most heavily on the defined benefit Network Rail section of the Railway Pensions Scheme ('RPS'). I have focussed greater attention on the valuation of the scheme assets again this year due to lagged valuation reports in respect of private equity investments to address any risk arising from market volatility. The balances related to this section reflect, respectively, 96 % and 93 % of the

group's total assets and liabilities in respect of defined benefit pension schemes, with the Career Average Retained Earnings ('CARE') scheme making up the remainder. Both schemes are on a 60:40 shared cost basis between the group and scheme members.

There is significant complexity, and inherent estimation uncertainty, in the valuation of the net position of the RPS scheme in respect of both the assets and liabilities contributing to the net position which is detailed in Note 26 to the financial statements. Scheme movements are presented on an aggregated basis in this note for the RPS and CARE schemes, inclusive of members' share, as are the values below with the net position reported at the group 60% share.

#### Scheme liabilities

As with all defined benefit pension schemes, an actuarial estimate of the liability reflecting amounts to be paid out to members of the RPS scheme in the future (£12,461 million as at 31 March 2021 including members' share) involves significant estimation in respect of key financial assumptions and other assumptions including demographic assumptions.

#### Scheme assets

In respect of RPS scheme assets, an accurate and timely valuation is needed of the various asset classes held in the pension fund administered by RPMI on Network Rail's behalf (£8,198 million as at 31 March 2021 including members' share).

The standard practice of the scheme assets manager is to value investments using the most recent valuation, and if this is for a date earlier than the Balance Sheet date, to adjust for subsequent cash flows where necessary. This can lead to differences due to use of non-coterminous valuations and following the COVID-19 driven volatility of the prior year, I worked with Network Rail and the asset manager to determine enhancements which would take better account of market conditions at the year end.

The valuation of the property held by the scheme is valued by RPMI's professional valuers as at the Balance sheet date and the material uncertainty that was recognised last year has been removed following subsequent movement in the property market.

I assessed this key audit matter to be a significant risk for my audit.

### How the scope of my audit responded to the risk

#### Key observations

#### Scheme liabilities

I contacted Network Rail's actuaries to obtain an up to date understanding of the methodology used to calculate the main financial assumptions, and to understand the methodology and level of uncertainty involved in the roll-forward calculation. I performed my initial assessment of the independence and expertise of these actuaries, and engaged an actuarially qualified auditor's expert to examine the assumptions, methodology and source data used to value the obligations, including both financial assumptions and the roll-forward procedures used to update membership data. I note that financial assumptions were overall within reasonable ranges, and that changes in financial assumptions – particularly on discount rate and price inflation – have been the primary cause of the increase in year for pension obligations.

#### Scheme assets

My work on scheme assets is informed by the results of the statutory audit of the RPS financial statements, which is independently performed by another firm based on a year end of 31 December 2020, but also includes a set of direct substantive procedures to validate the asset valuations at the year end. These included sample testing over the asset valuations as at 31 March 2021 on distinctive asset classes within the Funds in which Network Rail is invested, as follows:

- for quoted and actively traded assets, I independently agreed valuations to observable market prices;
- for pooled investment assets, I agreed valuations to the investment manager valuation report and reviewed relevant observable active market data to evaluate its reliability, as well as considering potential indicators of impairment; and
- for directly held property investments, I have reviewed the independent third-party property valuation performed for the scheme asset manager and reviewed the valuation movements against those in similar property sectors to confirm that the movements are in line with the wider market.

Additionally, for private equity and non-exchange-traded pooled investment vehicles, I completed a hindsight review of asset valuations received post year-end to verify the subsequent valuation movements recorded by the asset manager in relation to valuations as at the reporting date. I performed sample testing to validate the valuation included at the balance sheet date and where applicable, any subsequent valuations received relating to the balance sheet reporting date. I also undertook procedures to understand the nature of the investment as well as consideration for indicators of impairment.

#### **Key observations**

In the course of completing this work, I did not identify any material misstatements in the valuation of defined benefit obligations in the financial statements. I identified a £166 million understatement in the valuation of the pension scheme assets recognised in the financial statements based on the Network Rail's cost share. This was adjusted to reflect the valuations received post year-end relating to the investment value as at the balance sheet reporting date. This has been adjusted by Network Rail.

## Accruals for capital work - valuation

#### **Description of risk**

The group's accounting for its investment in the railway network, particularly for capital investment including renewals and enhancements, involves a level of estimation at the year-end about the amount of work delivered. This may differ from plan, for example as a result of unexpected under- or over-delivery by Network Rail's contractors. Both controllable factors (e.g. contractor project management, the potential for delivery optimism bias) and uncontrollable factors (e.g. ground conditions and weather) contribute to inherent estimation uncertainty which the group addresses through a post-Balance Sheet review exercise which includes the Regions and other delivery areas. These factors are part of the estimation uncertainty outlined by the group under the comments concerning cost of work done in the 'Critical accounting judgements and key sources of uncertainty' section of Note 2.

Network Rail's capital accruals comprise the vast majority of the £934 million 'other accruals' in Note 18 of the financial statements as at 31 March 2020 (31 March 2019: £910 million). The estimate is built from the aggregation of estimates made by individual project teams, overseen by financial controllers and directors within the routes and delivery areas.

In the prior year I assessed this key audit matter to be a significant risk for my audit as a result of errors identified through the 2018-19 audit. In 2019-20, however, the actions taken by management substantially reduced this risk and our testing found only low value errors. For the 2020-21 audit I have not assessed this to be a significant risk, however, I consider that this remains a key audit matter due to the level of audit resource that is required to complete the testing.

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#### **How the scope of my audit responded to the risk**

I substantively tested capital accruals after management had applied adjustments to revise accruals estimates based on actual delivery. In order to address any latent risk of delivery optimism, I ensured my sample selection included sufficient testing to provide a firmly grounded statistical extrapolation of the potential effect on the accounts. I also furthered my coverage and statistical confidence by testing the majority of accruals at project, rather than task line level, and by taking a stratified approach based on value-based risk characteristics.

#### **Key observations**

I did not identify any material misstatements in the valuation of the capital accruals recognised, and disclosed, in the financial statements. Most projects were able to clearly and accurately substantiate their assumptions with regards to stages of progress, taking into account information available after the year-end to revise their accrual estimate where necessary. Issues found were mostly clerical in nature.

## Application of materiality

### Materiality

I applied the concept of materiality in both planning and performing my audit, and in evaluating the effect of misstatements on my audit and on the financial statements. This approach recognises that financial statements are rarely absolutely correct, and that an audit is designed to provide reasonable, rather than absolute, assurance that the financial statements are free from material misstatement or irregularity. A matter is material if its omission or misstatement would, in the judgement of the auditor, reasonably influence the decisions of users of the financial statements.

Based on my professional judgement, I determined materiality thresholds for the Group's financial statements as a whole as follows.

	Overall threshold	Additional threshold
Value	£602m	£107m
Basis for determining materiality	0.8 % of the carrying value of Property, Plant and Equipment of £72 billion (2019-20: 0.7 % of £71.8 billion).	Approximately 1 % of total expenditure (gross expenditure adjusted for depreciation and capital additions)
Rationale for the benchmark applied	We have based materiality on the value of the railway network asset carried in the Balance Sheet as the maintenance and operation of that asset under the network licence issued by the Office of Rail and Road is the main function of the Network Rail Group and likely to be a key focus of users of the financial statements.	We assess that due to the funding of Network Rail's in-year expenditure by operating companies and the Westminster and Scottish governments, an additional threshold applying to all work not purely connected with the valuation of the network asset is appropriate, reflecting the decision-making sensitivity of users of the account and key stakeholders on financial statement elements related to the use of that funding.

### Performance Materiality

We set performance materiality at a level lower than materiality to reduce the probability that, in aggregate, uncorrected and undetected misstatements exceed the materiality for the financial statements as a whole. Group performance materiality was set at 75 % of Group materiality for the 2020-21 audit (2019-20: 75 %). In determining performance materiality, we have considered the uncorrected misstatements identified in the previous period.

### Other Materiality Considerations

As well as quantitative materiality there are certain matters that, by their very nature, would if not corrected influence the decisions of users, for example, any errors reported in the Accountability Report. Assessment of such matters would need to have regard to the nature of the misstatement and the applicable legal and reporting framework, as well as the size of the misstatement.

I applied the same concept of materiality to my audit of regularity. In planning and performing audit work in support of my opinion on regularity and evaluating the impact of any irregular transactions, I took into account both quantitative and qualitative aspects that I consider would reasonably influence the decisions of users of the financial statements.

### Error Reporting Threshold

I agreed with the Audit & Risk Committee that I would report to it all uncorrected misstatements identified through my audit in excess of £1 million, as well as differences below this threshold that in my view warranted reporting on qualitative grounds. We also report to the Audit & Risk Committee on disclosure matters that we identified when assessing the overall presentation of the financial statements.

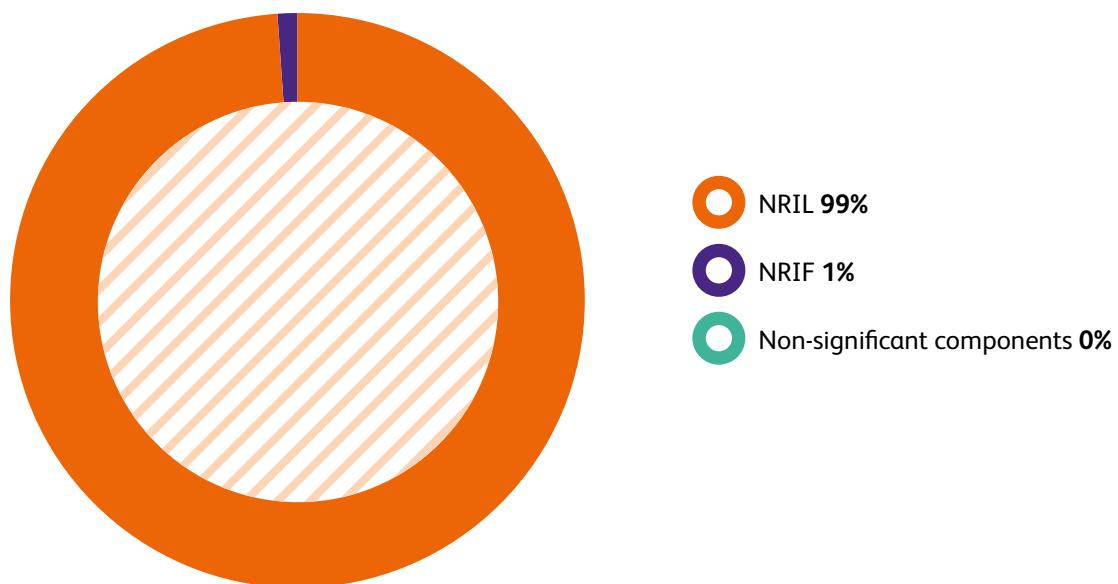
Total unadjusted audit differences reported to the Audit & Risk Committee have decreased net assets by £10.8 million.

## Audit scope

The scope of my Group audit was determined by obtaining an understanding of the Group and its environment, including Group-wide controls, and assessing the risks of material misstatement at the Group level. Network Rail Limited does not hold any assets or liabilities. All balances are consolidated into the group accounts from other components. Over 98 % of these balances are held by either Network Rail Infrastructure Limited or Network Rail Infrastructure Finance Plc. I complete full audits of those accounts to confirm that the amounts included in the Network Rail Limited Group financial statements are reported correctly. I have assessed the other components of the group as being non-significant. For those entities I required component auditors to provide a return confirming receipt of group instructions, adherence to ethical standards and, on an exception basis, to report any errors or issues that might be significant to the group position. I have not received any reports of significant errors or issues arising on component entity audits.

This work covered substantially all of the group's assets and net profit, and together with the procedures performed at group level, gave me the evidence I needed for my opinion on the group financial statements as a whole.

### Gross assets of individual components of the Network Rail Limited group (as at 31 March 2021)



## Other Information

The other information comprises information included in the annual report, but does not include the parts of the Directors' Remuneration Report described in that report as having been audited, the financial statements and my auditor's report thereon. The directors are responsible for the other information. My opinion on the financial statements does not cover the other information and except to the extent otherwise explicitly stated in my report, I do not express any form of assurance conclusion thereon. In connection with my audit of the financial statements, my responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or my knowledge obtained in the audit or otherwise appears to be materially misstated. If I identify such material inconsistencies or apparent material misstatements, I am required to determine whether this gives rise to a material misstatement in the financial statements themselves. If, based on the work I have performed, I conclude that there is a material misstatement of this other information, I am required to report that fact.

I have nothing to report in this regard.

## Opinion on other matters prescribed by the Companies Act 2006

In my opinion the part of the directors' remuneration report to be audited has been properly prepared in accordance with the Companies Act 2006.

In my opinion, based on the work undertaken in the course of the audit:

- the information given in the Strategic and Directors' Report for the financial year for which the financial statements are prepared is consistent with the financial statements and those reports have been prepared in accordance with applicable legal requirements;
- the information about internal control and risk management systems in relation to financial reporting processes, and about share capital structures, in compliance with rules 7.2.5 and 7.2.6 in the Disclosure Rules and Transparency Rules sourcebook made by Financial Conduct Authority (the FCA Rules), is consistent with the financial statements and has been prepared in accordance with applicable legal requirements; and
- Information about the group and parent company's corporate governance code and practices and about its administrative, management and supervisory bodies and their committees complies with rules 7.2.2, 7.2.3 and 7.2.7 of the FCA Rules.

## Matters on which I report by exception

In the light of the knowledge and understanding of Network Rail Limited and its environment obtained in the course of the audit, I have not identified material misstatements in:

- the strategic report or the directors' report; or
- the information about internal control and risk management systems in relation to financial reporting processes and about share capital structures, given in compliance with rules 7.2.5 and 7.2.6 of the FCA Rules.

I have nothing to report in respect of the following matters in relation to which the Companies Act 2006 requires me to report to you if, in our opinion:

- adequate accounting records have not been kept or returns adequate for my audit have not been received from branches not visited by my staff; or
- the financial statements and the parts of the Directors' remuneration report to be audited are not in agreement with the accounting records and returns; or certain disclosures of director's remuneration specified by law are not made; or
- a corporate governance statement has not been prepared by the parent company; or
- I have not received all of the information and explanations I require for my audit;

## Corporate governance statement

The Listing Rules require me to review the directors' statement in relation to going concern, longer-term viability and that part of the Corporate Governance Statement relating to Network Rail Limited's compliance with the provisions of the UK Corporate Governance Statement specified for my review.

Based on the work undertaken as part of my audit, I have concluded that each of the following elements of the Corporate Governance Statement is materially consistent with the financial statements or my knowledge obtained during the audit:

- Directors' statement with regards the appropriateness of adopting the going concern basis of accounting and any material uncertainties identified set out on page 136;
- Directors' explanation as to its assessment of the entity's prospects, the period this assessment covers and why they period is appropriate set out in the Viability Statement on pages 87 to 88;
- Directors' statement on fair, balanced and understandable set out on pages 112 and 135;
- Board's confirmation that it has carried out a robust assessment of the emerging and principal risks set out on page 81;
- The section of the annual report that describes the review of effectiveness of risk management and internal control systems set out on page 116; and
- The section describing the work of the audit & risk committee set out on pages 111 to 116.

## Responsibilities of the directors for the financial statements

As explained more fully in the Directors' Statement of Responsibilities, the directors are responsible for:

- the preparation of the financial statements in accordance with the applicable financial reporting framework and for being satisfied that they give a true and fair view;
- internal controls as directors determines is necessary to enable the preparation of financial statement to be free from material misstatement, whether due to fraud or error.
- assessing the group and parent company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the directors either intend to liquidate the entity or to cease operations, or have no realistic alternative but to do so.

## Auditor's responsibilities for the audit of the financial statements

My objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue a report that includes my opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

I design procedures in line with my responsibilities, outlined above, to detect material misstatements in respect of non-compliance with laws and regulation, including fraud.

My procedures included the following:

- Inquiring of management, Network Rail Limited's head of internal audit and those charged with governance, including obtaining and reviewing supporting documentation relating to Network Rail Limited's policies and procedures relating to:
  - » identifying, evaluating and complying with laws and regulations and whether they were aware of any instances of non-compliance;
  - » detecting and responding to the risks of fraud and whether they have knowledge of any actual, suspected or alleged fraud; and
  - » the internal controls established to mitigate risks related to fraud or non-compliance with laws and regulations including the Group's controls relating to the Railways Act 2005;
- discussing among the engagement team including significant component audit teams, and involving relevant internal and external specialists, including pensions specialists regarding how and where fraud might occur in the financial statements and any potential indicators of fraud – as part of this discussion, I identified the potential for fraud in revenue recognition, management bias and the posting of unusual journals; and
- obtaining an understanding of Network Rail Limited's framework of authorities as well as other legal and regulatory frameworks that Network Rail Limited operates in, focusing on those laws and regulations that had a direct effect on the financial statements or that had a fundamental effect on the operations of Network Rail Limited. The key laws and regulations I considered in this context included the Network Licence, Managing Public Money, the Companies Act 2006, relevant tax law, pensions regulations, Health & Safety legislation and the Railways Act 1993.

In addition to the above, my procedures to respond to identified risks included the following:

- reviewing the financial statement disclosures and testing to supporting documentation to assess compliance with relevant laws and regulations discussed above;
- enquiring of management, the Audit & Risk Committee and in-house legal counsel concerning actual and potential litigation and claims;
- reading minutes of meetings of those charged with governance and the Board;
- in addressing the risk of fraud through management override of controls, testing the appropriateness of journal entries and other adjustments; assessing whether the judgements made in making accounting estimates are indicative of a potential bias; and evaluating the business rationale of any significant transactions that are unusual or outside the normal course of business; and
- review of Office of Rail and Road publications concerning any regulatory action.

I also communicated relevant identified laws and regulations and potential fraud risks to all engagement team members including internal specialists and significant component audit teams and remained alert to any indications of fraud or non-compliance with laws and regulations throughout the audit.

A further description of my responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website at: [www.frc.org.uk/auditorsresponsibilities](http://www.frc.org.uk/auditorsresponsibilities). This description forms part of my certificate.

In addition, I am required to obtain evidence sufficient to give reasonable assurance that the income and expenditure reported in the financial statements have been applied to the purposes intended by Parliament and the financial transactions conform to the authorities which govern them.

I communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.



**Matthew Kay,**  
Senior Statutory Auditor  
19 July 2021

For and on behalf of the Comptroller and Auditor General (Statutory Auditor)  
National Audit Office  
157-197 Buckingham Palace Road, Victoria  
London, SW1W 9SP

# INCOME STATEMENT

for the year ended 31 March 2021

	Note	2021 Group £m	2020 Group £m
<b>Revenue</b>	3	<b>9,618</b>	<b>8,099</b>
Net operating costs	4	(6,436)	(5,777)
<b>Operating profit</b>	5	<b>3,182</b>	<b>2,322</b>
Property revaluation movements and profits on disposal		(5)	3
<b>Profit from operations</b>		<b>3,177</b>	<b>2,325</b>
Finance income	7	1	7
Other gains and losses	8	176	213
Finance costs	9	(1,741)	(2,170)
<b>Profit before tax</b>		<b>1,613</b>	<b>375</b>
Tax	10	(277)	(395)
<b>Profit / (Loss) for the year attributable to the owner of the company</b>		<b>1,336</b>	<b>(20)</b>

Under section 408 of the Companies Act 2006 the group has elected to take the exemption with regard to disclosing the company income statement. The company's result for the year was £nil (2020: £nil).

# STATEMENT OF COMPREHENSIVE INCOME

for the year ended 31 March 2021

	Note	2021 Group £m	2020 Group £m
<b>Profit/(Loss) for the year</b>		<b>1,336</b>	<b>(20)</b>
<hr/>			
Other comprehensive (expense)/income:			
Items that will not be reclassified to profit or loss:			
Loss on revaluation of the railway network	12	(1,812)	(272)
Actuarial (loss) / gain on defined benefit pension schemes	26	(621)	742
Deferred tax relating to components of other comprehensive income	22	462	(180)
<b>Total items that will not be reclassified to profit or loss</b>		<b>(1,971)</b>	<b>290</b>
<hr/>			
Items that may be reclassified to profit or loss:			
Gain/(Loss) on movement in fair value of cash flow hedge derivatives		-	3
Reclassification of balances in the hedging reserve to the income statement		153	208
<b>Total items that may be reclassified to profit or loss</b>		<b>153</b>	<b>211</b>
<hr/>			
<b>Other comprehensive income for the year</b>		<b>(1,818)</b>	<b>501</b>
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<b>Total comprehensive income for the year</b>		<b>(482)</b>	<b>481</b>

# STATEMENT OF CHANGES IN EQUITY

for the year ended 31 March 2021

Group	Revaluation reserve £m	Other reserve* £m	Hedging reserve £m	Retained earnings £m	Total equity £m
<b>Balance at 31 March 2020</b>	<b>2,570</b>	<b>249</b>	<b>(432)</b>	<b>7,002</b>	<b>9,389</b>
Profit for the year	-	-	-	1,336	1,336
<b>Other comprehensive income</b>					
Impact of change in tax rate	-	-	-	-	-
Revaluation of the railway network	(1,812)	-	-	-	(1,812)
Transfer of deemed cost depreciation from revaluation reserve	(34)	-	-	34	-
Decrease in deferred tax liability on the railway network	344	-	-	-	344
Actuarial loss on defined benefit pension schemes	-	-	-	(621)	(621)
Deferred tax on actuarial loss	-	-	-	118	118
Transfer of deferred tax	6	-	-	(6)	-
Increase in fair value of hedging derivatives	-	-	-	-	-
Reclassification of balances in hedging reserve to the income statement	-	-	153	-	153
<b>Total comprehensive income</b>	<b>(1,496)</b>	<b>-</b>	<b>153</b>	<b>861</b>	<b>(482)</b>
<b>Balance at 31 March 2021</b>	<b>1,074</b>	<b>249</b>	<b>(279)</b>	<b>7,863</b>	<b>8,907</b>

<b>Balance at 31 March 2019</b>	<b>2,912</b>	<b>249</b>	<b>(643)</b>	<b>6,390</b>	<b>8,908</b>
Loss for the year	-	-	-	(20)	(20)
<b>Other comprehensive income</b>					
Impact of change in tax rate	(70)	-	-	(19)	(89)
Revaluation of the railway network	(272)	-	-	-	(272)
Transfer of deemed cost depreciation from revaluation reserve	(62)	-	-	62	-
Decrease in deferred tax liability on the railway network	50	-	-	-	50
Actuarial gain on defined benefit pension schemes	-	-	-	742	742
Deferred tax on actuarial gain	-	-	-	(141)	(141)
Transfer of deferred tax	12	-	-	(12)	-
Increase in fair value of hedging derivatives	-	-	3	-	3
Reclassification of balances in hedging reserve to the income statement	-	-	208	-	208
<b>Total comprehensive income</b>	<b>(342)</b>	<b>-</b>	<b>211</b>	<b>612</b>	<b>481</b>
<b>Balance at 31 March 2020</b>	<b>2,570</b>	<b>249</b>	<b>(432)</b>	<b>7,002</b>	<b>9,389</b>

\* Other reserves of £249m (2020 £249m) include the vesting reserve on privatisation.

There has been no movement in the current or prior year affecting the statement of changes in equity for the company.

# BALANCE SHEETS

for the year ended 31 March 2021

	Note	2021 Group £m	2020 Group £m	2021 Company £m	2020 Company £m
<b>Assets</b>					
<b>Non-current assets</b>					
Intangible assets	11	61	62	-	-
Right of use assets	24	381	428	-	-
Property, plant and equipment - the rail network	12	71,998	71,809	-	-
Investment property	13	212	227	-	-
Derivative financial instruments	20	191	474	-	-
Interest in joint ventures	14	38	41	-	-
		<b>72,881</b>	<b>73,041</b>	-	-
<b>Current assets</b>					
Assets held for sale	15	28	24	-	-
Inventories	16	286	262	-	-
Trade and other receivables	17	1,543	1,877	-	-
Derivative financial instruments	20	196	10	-	-
Cash and cash equivalents		522	430	-	-
		<b>2,575</b>	<b>2,603</b>	-	-
<b>Total assets</b>		<b>75,456</b>	<b>75,644</b>	-	-
<b>Liabilities</b>					
<b>Current liabilities</b>					
Trade and other payables	18	(3,601)	(3,637)	-	-
Current tax liabilities		(5)	-	-	-
Borrowings	19	(8,157)	(10,781)	-	-
Derivative financial instruments	20	(83)	(48)	-	-
Short-term provisions	21	(95)	(80)	-	-
		<b>(11,941)</b>	<b>(14,546)</b>	-	-
<b>Net current liabilities</b>		<b>(9,366)</b>	<b>(11,943)</b>	-	-
<b>Non-current liabilities</b>					
Borrowings	19	(47,308)	(44,664)	-	-
Derivative financial instruments	20	(565)	(847)	-	-
Other payables	18	(486)	(548)	-	-
Retirement benefit obligation	26	(2,899)	(2,070)	-	-
Deferred tax liabilities	22	(3,350)	(3,580)	-	-
		<b>(54,608)</b>	<b>(51,709)</b>	-	-
<b>Total liabilities</b>		<b>(66,549)</b>	<b>(66,255)</b>	-	-
<b>Net assets</b>		<b>8,907</b>	<b>9,389</b>	-	-
<b>Equity</b>					
Revaluation reserve		1,074	2,570	-	-
Other reserve		249	249	-	-
Hedging reserve		(279)	(432)	-	-
Retained earnings		7,863	7,002	-	-
<b>Total shareholder's funds and equity attributable to equity holders of the parent company</b>		<b>8,907</b>	<b>9,389</b>	-	-

The financial statements and accompanying disclosure notes on pages 137 to 194 were approved by the board of directors on 15 July 2021 and authorised for issue on 20 July 2021.

They were signed on its behalf by: Andrew Haines  
Chief executive

Jeremy Westlake  
Chief financial officer

Company registration number: 4402220

# STATEMENT OF CASH FLOWS

for the year ended 31 March 2021

	Note	2021 Group £m	2020 Group £m	2021 Company £m	2020 Company £m
<b>Cash flows from operating activities</b>					
Cash generated from operations	23	5,460	4,923	-	-
Interest paid*		(1,351)	(1,448)	-	-
Income tax (paid) / received		(40)	3	-	-
<b>Net cash flows generated from operating activities</b>		<b>4,069</b>	<b>3,478</b>	-	-
<b>Investing activities</b>					
Interest received		1	7	-	-
Purchases of property, plant and equipment		(5,894)	(5,781)	-	-
Proceeds on disposal of property		41	534	-	-
Capital grants received		1,979	2,326	-	-
Net cash inflows / (outflows) from joint ventures		3	3	-	-
<b>Net cash used in investing activities</b>		<b>(3,870)</b>	<b>(2,911)</b>	-	-
<b>Financing activities</b>					
Repayments of borrowings		(10,991)	(12,304)	-	-
New loans raised		10,841	11,559	-	-
Decrease in collateral posted	19	165	193	-	-
Increase / (Decrease) in collateral held	19	(15)	82	-	-
Repayment of lease liabilities	24	(107)	(117)	-	-
<b>Net cash used in financing activities</b>		<b>(107)</b>	<b>(587)</b>	-	-
<b>Net increase / (decrease) in cash and cash equivalents</b>		<b>92</b>	<b>(20)</b>	-	-
Cash and cash equivalents at beginning of the year		430	450	-	-
<b>Cash and cash equivalents at end of the year</b>		<b>522</b>	<b>430</b>	-	-

\* Balance includes the net interest on derivative financial instruments

# NOTES TO THE FINANCIAL STATEMENTS

for the year ended 31 March 2021



## 1. General information

Network Rail Limited ('the company') is a company limited by guarantee which is incorporated and domiciled in Great Britain and registered in England and Wales under the Companies Act 2006. Network Rail Limited is an arm's length body of the Department for Transport.

The company registration number is 4402220.

The company's registered office is situated at 1 Eversholt Street, London NW1 2DN, United Kingdom.

The company's and its subsidiaries' (together 'the group' or 'Network Rail') principal activities are detailed in the 'About us' section on pages 19 to 23.

Network Rail is organised as a single operating segment for financial reporting purposes.

The Secretary of State is the sole member of the Company.

## 2. Significant accounting policies

### Basis of accounting

The financial statements have been prepared in accordance with International Financial Reporting Standards adopted pursuant to Regulation (EC) No 1606/2002 as it applies in the European Union.

The financial statements have been prepared on the historical cost basis, except for the revaluation of the rail network to a value determined using an income approach, the revaluation of investment properties, the measurement of certain financial assets and liabilities at fair value through profit and loss (FVTPL) and the measurement of derivative financial instruments at fair value.

The principal accounting policies adopted by the directors are set out below.

### Functional and presentation currency

The financial statements are presented in Pound Sterling (£) which is the functional and presentation currency of Network Rail Limited. All values are rounded to the nearest million pounds (£m) unless otherwise stated.

### Adoption of new and revised standards

The accounting policies adopted in this set of financial statements are consistent with those set out in the annual financial statements for the year to 31 March 2020.

The following accounting standards have not been early adopted by the company but will become effective in future years:

### IFRS 17 Insurance Contracts

IFRS 17 has been adopted by the IASB for periods beginning on or after 1 January 2023 and has not currently been endorsed by the EU. Insurance contracts are defined as contracts under which one party (the issuer) accepts significant insurance risk from another party (the policyholder) by agreeing to compensate the policyholder if a specified uncertain future event (the insured event) adversely affects the policyholder and this could also include certain contracts entered into such as fixed-fee for service contracts. Management have not yet considered the impact of the standard on Network Rail.

### Going concern

The group's business activities, together with the factors likely to affect its future development, performance and position are set out in the 'About us' section on pages 19 to 23, and 'Business unit summaries' on pages 35 to 66. The financial position of the group, its cash flows, liquidity position and borrowing facilities are described in the Chief Financial Officer's review on pages 30 to 34.

The Directors took into account the publication of the Williams-Shapps Plan for Rail Review and its plans to reform the rail industry. This proposes that, commencing in late 2023, a new public body, Great British Railways, will integrate the railways,

owning the infrastructure, collecting fare revenue, running, and planning the network, and setting most fares and timetables. It is planned that Network Rail will be absorbed into the public body to bring about single, unified, and accountable leadership for the national network. At this stage it is not likely that this reform will involve the winding up of Network Rail Limited but in any event Great British Railways will assume the existing functions of Network Rail Limited as well as have a wider range of powers and functions. The transformation programme is dependent on further activities including legislation and will take time to fully deliver. The impact of this programme on the structure of the group and hence Network Rail Limited are currently not known and have therefore not led to any impact on the going concern assessment of Network Rail Limited.

The group has considerable financial resources together with long-term contracts with a number of customers and suppliers. Network Rail does not expect to undertake any new borrowing in the next 12 months. Instead its activities will be largely funded by grants from the Department for Transport and revenue from customers. Network Rail has secured a £31.9bn loan facility with the Department for Transport (DfT), which it intends to draw upon to specifically refinance its existing debt. This facility remains within its parameters.

Network Rail has eight separate grant agreements in place with DfT and Transport Scotland (TS) to fund activities in the next 12 months. These grants are: with DfT - Network Grant; Enhancements Grant; British Transport Police Grant; Financing Costs Grant for DfT interest; Financing Costs Grant for external interest (bonds and swaps); and Corporation Tax Grant - with TS - Network Grant and Enhancements Grant.

Business plans and financial models are used to project cash flows and monitor financial risks and liquidity positions, forecast future funding requirements and other key financial ratios, including those relevant to our network licence. Analysis is undertaken to understand the resilience of the group and its business model to the potential impact of the group's principal risks, or a combination of those risks. This analysis takes account of the availability and effectiveness of the mitigating actions that could realistically be taken to avoid or reduce the impact or occurrence of the underlying risks. The board considers the likely effectiveness of such actions through regular monitoring and review of risk management and internal control systems. Further details are set out in the Viability Statement on pages 87 and 88. In addition, Note 25 to the accounts includes the group's objectives, policies and processes for managing its capital; its financial risk management objectives; details of its financial instruments and hedging activities; and its exposures to credit, liquidity and foreign exchange risk.

After making enquiries, including those detailed above, the directors have a reasonable expectation that the company and the group have adequate resources to continue in operational existence for the foreseeable future. Accordingly, they continue to adopt the going concern basis in preparing the annual report and accounts.

### **Basis of consolidation**

Subsidiaries are all entities (including structured entities) over which the group has control. The group controls an entity when the group is exposed to, or has rights to variable returns from its involvement with the entity and has the ability to affect those returns through its power over the entity / to direct the activities of the entity. Transactions with non-controlling interests that do not result in a loss of control are accounted for as equity transactions. In terms of subsidiaries the group:

- Consolidates subsidiaries from the date on which control passes to the group and deconsolidates from the date control ceases;
- Changes the accounting policies of subsidiaries, where necessary, to ensure consistency with the policies adopted by the group;
- Eliminates intercompany transactions and balances in the group results.

### **Revenue recognition**

The group recognises revenue from the following major sources:

- Grant income – recognised in accordance with IAS 20;
- Franchised network access – recognised in accordance with IFRS 15;
- Freight revenue - recognised in accordance with IFRS 15;
- Property rental income – recognised in accordance with IFRS 16 (See "Leases" accounting policy); and
- Other income – recognised in accordance with IFRS 15.

Network Rail's grant income is recognised in line with IAS 20 'Accounting for Government Grants' – refer to 'Grants' accounting policy.

Network Rail's recognition approach is to recognise franchised network access and freight revenue each period in the financial year.

Performance obligations are based upon fixed and variable volume access to the railway during the relevant year. Performance obligations are satisfied by providing track access over time as per agreement with the train operating companies. There are no significant judgments applied to determine whether performance obligations have been satisfied. The input method is applied based on time lapsed.

Other income consists of Non Franchised fixed and variable network access which will be recognised using the same policy as for Franchised Network access.

Revenue is measured based on consideration specified in a contract with a customer and excludes amounts collected on behalf of third parties. Revenue represents amounts derived from the management and provision of assets for use in the operation of the railway and property rental income net of value added tax. Amounts recognised take account of any performance penalties or bonuses in respect of the year. The performance penalties and bonuses are estimated in each 4 week period based on that period's performance and reflect management's best estimate of the amounts due.

Revenue measurement includes supplements to the access charges and bonuses receivable from, less penalties and rebates payable to, customers and stakeholders. Operating expenditure includes additional contract amounts and bonuses payable to, less penalties receivable from, suppliers and the Office of Rail and Road.

Interest income is accrued on a time basis, by reference to the principal outstanding and at the effective interest rate applicable. This is the rate that exactly discounts estimated future cash receipts through the expected life of the financial asset to that asset's net carrying amount.

Separate accounting policies have not been adopted for revenue related contract assets / liabilities (deferred income), as the impact of IFRS 15 classification, recognition and measurement is insignificant.

The disaggregation of revenue by source has been disclosed under Note 3.

### **Grants**

Network Rail receives grant funding as a contribution towards both its revenue and capital expenditure.

Revenue Grants are received as a contribution towards Network Rail's running costs and are accounted for in accordance with IAS 20 Government grants. These grants are drawn down by Network Rail against grant agreements based on forecast cash flows of relevant expenditure and are deferred until that expenditure is incurred. Deferred grant income is then credited to revenue on a systematic basis during the period in which Network Rail recognises the related costs as expenses for which the grants are intended to compensate.

Grants related to operations, maintenance and renewals are recognised in-year. Grant income has been agreed across the five-year funding settlement and is drawn down to augment the other sources of revenue in meeting the in-year operations, maintenance and renewals expenses. Operations and maintenance expenditure passes directly through the Income Statement. Expenditure on renewals is instead treated as an addition to PPE since replacing elements of the network is within the scope of IAS 16; however, because the network is carried on a fair value basis with reference to the Regulatory Asset Base, and the Regulator allows for the amortisation of renewals in-year, any such PPE additions are also expensed in year. This expense is taken through Other Comprehensive Income as part of the revaluation of PPE in line with IAS 16 requirements. In line with this, the renewals related element of the network grant is (like operations and maintenance) credited to the Income Statement in the year of the relevant additions and revaluation; no expense remains to be recognised following the revaluation entry since the additions-related asset element has been eliminated through that revaluation. Until the revaluation reserve in relation to the railway network asset is fully utilised, this difference in in-year income and expense will result in the difference between in-year capitalised renewals and the depreciation charge (which is also subject to the same revaluation effect since it is out of scope for the RAB) representing an impact on profit or loss. In 2020-21 the net effect of this was of a £1.9bn credit (2019-20: £1.0bn credit) to the Income Statement

Capital Grants are received as contributions towards the cost of property, plant and equipment from DfT, Transport Scotland (TS) and Third Parties. Network Rail draws down Capital Grants from DfT and TS based on historical costs incurred in order to meet future forecasts cash flows. Third Parties are invoiced for Capital Grants either in advance or arrears based on individual grant agreements. Capital Grants are recognised in the same period as the additions they are intended to fund and are deducted from the fair value of those assets. Capital grants are then credited to the income statement over the economic useful life of the rail network as the related costs are recognised.

### **Leases**

#### **The group as lessor**

The group assesses leases where it is lessor in order to determine whether the lease is an operating lease or a finance lease. This assessment is made where the group owns the asset being leased or the group itself is also leasing the asset and hence the lease being assessed is a sub-lease. The assessment considers whether the lease transfers substantially all of the risks and rewards incidental to ownership of the asset being leased. Where the lease is a sub-lease, this assessment is made by reference to the Right of Use asset the group has for the head-lease. If the lease transfers substantially all of the risks and rewards incidental to ownership, then the lease is classified as a finance lease. If it does not, then the lease is classified as an operating lease.

Amounts due from lessees under finance leases are recorded as receivables at the amount of the group's net investment in the leases. Finance lease income is allocated to accounting periods so as to reflect a constant periodic rate of return on the group's net investment outstanding in respect of the leases.

Rental income from operating leases and initial direct costs are recognised on a straight-line basis over the term of the relevant lease.

As part of the response to Covid-19, certain changes to the pattern of cash flows on leases, namely the granting of rent free periods were provided to tenants to aid them through the pandemic. Certain tenants have a fixed portion of rent and a variable element. There is no accounting impact of rent free periods on the variable elements of rental income as the rental income is recognised when earned. In relation to rent free periods for fixed rents, management have considered whether the rent free period constitutes a lease modification and hence whether the rent free period is spread over the revised lease term. Spreading rent over the remaining lease term, results in future rental income being brought forward and recognised in these accounts. In management's view, given the challenges faced by tenants, any rent being brought forward is impaired. As a result, the impact of rent free periods has been reported in the current period. Management will keep these assumptions under review.

### **The group as lessee**

For those leases of not less than 12 months or low value, the Right Of Use (ROU) asset and Lease liability are initially measured on a present value basis.

The present value of the following lease payments is used to determine the value of the lease liability:

- fixed payments less any lease incentive receivable;
- variable lease payments that depend on an index or a rate;
- amounts expected to be payable by the Group under residual value guarantees;
- the exercise price of a purchase option if the Group is reasonably certain to exercise that option; and
- payments of penalties for terminating the lease, if the lease term reflects the Group exercising that option.

The lease liability is subsequently measured at amortised cost using the effective interest rate method. Remeasurement of the lease liability occurs if there is a change in the lease payments (when a corresponding adjustment is made to the ROU asset), the lease term or in the assessment of an option to purchase the underlying asset.

The discount rate used to discount the lease payments is the Group's incremental borrowing rate. This is the rate that the group would have to pay to borrow similar funds to fund a similar asset. ROU assets are initially measured at the same amount as the lease liability plus any initial direct costs.

Each ROU asset is depreciated over the shorter of its useful life and the lease term on a straight-line basis.

Payments associated with short-term leases and low value leases are recognised on a straight-line basis as an expense in profit or loss.

The company is responsible for infrastructure works from the supply chain, rather than the right to use specific assets. As a result of this, most supply chain assets are generally not 'identified' within the meaning of IFRS 16. As a result the company does not generally retain the rights to direct the how and for what purpose specific assets are used.

### **Foreign currencies**

Monetary assets and liabilities expressed in foreign currencies are translated into sterling at the exchange rates prevailing at the balance sheet date. Foreign currency transaction amounts are initially recorded at the exchange rates prevailing on the dates of the transactions. Gains and losses arising on retranslation are included in the income statement for the period and are classified as either operating or financing depending on the nature of the monetary item giving rise to them.

Non-monetary items that are measured at fair value in a foreign currency are translated using the exchange rates at the date when the fair value was determined. Translation differences on assets and liabilities carried at fair value are reported as part of the fair value gain or loss.

### **Borrowing costs**

All borrowing costs are recognised in the income statement in the period in which they are incurred.

### **Operating profit**

Operating profit is stated before finance income, finance costs, other gains and losses, and revaluation movements and profits on disposal of properties.

### **Retirement benefit costs**

Payments to the defined contribution retirement benefit scheme are charged as an expense as they fall due.

For the defined benefit schemes, the cost of providing benefits is determined using the projected unit credit method, with full actuarial valuations being carried out at least every three years and updates to these valuations carried out in intervening years. The current service cost and plan administration expenses are recognised as an operating expense in the consolidated income statement.

The group's share of the actuarial gains and losses are recognised in full in the period in which they occur. They are recognised outside the income statement and presented in the statement of comprehensive income.

The net interest cost is the charge in the year on the net defined benefit liability. The charge reflects the passage of time and is recognised as a finance cost in the income statement.

Past service cost and credits are recognised immediately in the consolidated income statement.

The retirement benefit obligation recognised in the balance sheet represents the present value of the defined benefit obligation, as adjusted for unrecognised past service cost, and as reduced by the fair value of scheme assets. Any asset resulting from this calculation is limited to past service cost, plus the present value of available refunds and reductions in future contributions to the plan.

The group reflects its share of the deficit in the financial statements. The IAS 19 deficit, service cost and interest cost therefore represent 60 per cent of the total for each of the schemes. Further details on the retirement benefit schemes are provided in note 26.

### **Research and development**

Research and general development expenditure is charged to the income statement as incurred. Expenditure on the development of specific projects is capitalised only if all of the following conditions are met:

- An asset is created that can be identified
- It is probable that the asset created will generate future economic benefits
- The development cost of the asset can be measured reliably.

### **Tax**

The tax expense represents the sum of the current tax and deferred tax. The group's current tax liability is calculated using the tax rates that have been enacted or substantively enacted by the balance sheet date.

Current tax is based on the taxable results of the group and calculated in accordance with tax rules in the United Kingdom.

Deferred tax is the tax expected to be payable or recoverable on the temporary differences that arise when tax authorities recognise and measure assets and liabilities with rules that differ from those of the consolidated accounts. Deferred tax is calculated under the balance sheet liability method at the rate of tax expected to prevail, subject to the rate being enacted or substantively enacted by that date, when the temporary differences reverse. Deferred tax is not discounted.

Deferred tax liabilities are recognised for all taxable temporary differences. Deferred tax assets are recognised on all deductible temporary differences to the extent that it is probable that there will be taxable profits available against which the temporary timing differences can be utilised.

Deferred tax is charged or credited in the income statement except when it relates to items charged or credited directly to equity. In this case the deferred tax is also accounted for within equity.

### **Property, plant and equipment – the rail network**

The group has one class of property, plant and equipment, being the rail network. This is the integrated network that the group uses to deliver the operation, maintenance and renewal of Great Britain's national rail infrastructure.

#### **Valuation methodology**

The rail network is carried in the balance sheet at its fair value. As there is no active market in railway infrastructure assets, the company has derived the fair value of the rail network using an income approach. The income approach assesses the discounted future cash flows that are expected to be generated by the rail network, including an assessment of under and outperformance against the current 5-year regulatory determination.

This valuation is carried out twice a year and revaluation gains and losses are reflected in other comprehensive income.

#### **Depreciation**

The rail network is depreciated on a straight-line basis over its estimated weighted average remaining useful economic life. The estimated weighted average remaining useful economic life of the network is currently 40 years (2020: 40 years). The remaining useful economic lives of network assets are estimated annually, with external verification of the valuation and asset lives carried out where required.

#### **Capitalisation of operating costs**

In line with IAS 16 Property, plant and equipment all directly attributable costs necessary to deliver the investment programme are capitalised. Employee and other associated costs are capitalised if they arise directly as a result of delivering the investment programme.

### Presentation of capital grants

Grants and other contributions received towards the cost of property, plant and equipment are deducted from the fair value of assets which the grant funding relates to. See Note 12. Property, plant and equipment – the rail network for detail of the gross and net values of capital grants included in the property, plant and equipment balance.

### Investment property

Investment property, which is property held to earn rentals and/or for capital appreciation, is stated at its fair value at the balance sheet date. Gains and losses from changes in the fair value of investment property are included in the income statement for the period in which they arise.

### Intangible assets

An intangible asset is only recognised if it is probable that future economic benefits will flow to the group and its costs can be measured reliably. Intangible assets are measured initially at purchase cost and are amortised on a straight-line basis. Cost includes the original purchase price of the asset and the costs attributable to bringing the asset to its working condition for its intended use. Licences and concessions are amortised over the length of their contractual agreement. Intangible assets are tested for impairment at each balance sheet date by comparing their carrying value and the expected discounted cash flows expected to arise from them over their contractual agreements. If the carrying value exceeds the discounted cash flows expected to arise from the assets, the carrying value would be impaired accordingly.

### Assets held for sale

Non-current assets are classified as held for sale if it is highly probable that they will be recovered primarily through sale or distribution rather than through continuing use.

Immediately before classification as held for sale, the assets are re-measured in accordance with the accounting policies for the asset category. Subsequently, the assets are held at the lower of carrying value and fair value less costs to sell. Any impairment loss on a disposal group is recognised immediately in the income statement.

### Inventories

Inventories are stated at the lower of cost and net realisable value. Cost comprises direct materials, direct labour costs and those overheads that have been incurred in bringing the inventories to their present location and condition. Cost is calculated using the weighted average method.

### Financial instruments

Financial assets and financial liabilities are recognised on the group's balance sheet when the group becomes party to the contractual provisions of the instrument.

#### Financial assets

##### Financial assets at amortised cost

Financial assets are classified as at amortised cost where the business model is to hold assets in order to collect contractual cash flows, and the cash flows consist solely of payments of principal and interest (SPPI) on the principal amount outstanding.

Trade receivables do not carry any interest and are stated at their nominal value as reduced by appropriate allowances for estimated irrecoverable amounts, recognised in the income statement.

##### Financial assets at Fair value Through Profit and Loss (FVTPL)

Financial assets are classified as at FVTPL where the asset does not meet the amortised cost criteria or if doing so, eliminates or significantly reduces or eliminates a measurement or recognition inconsistency. Gains and losses arising from changes in fair value of these assets are recognised in the income statement.

##### Impairment of financial assets

Financial assets, other than those at FVTPL, are assessed for indicators of impairment at each balance sheet date. Financial assets at FVTPL are stated at fair value with any resultant gain or loss recognised in the income statement.

Financial assets are impaired where there is objective evidence that, as a result of one or more events that occurred after the initial recognition of the financial asset, the estimated future cash flows of the investment have been reduced.

The carrying amount of the financial asset is reduced by the impairment loss for all financial assets with the exception of trade receivables, which are reduced by allowances for irrecoverable amounts. As financial assets, trade receivables are subject to the "Expected Credit Loss model" under IFRS 9. The group's exposure to credit risk is limited largely to property rental income, and no significant increase in credit risk has materialised. Therefore, the group has continued to recognise 12 month expected losses that are updated at each reporting date, in the form of allowances for irrecoverable amounts, which approximate the expected losses for the next 12 month period.

If, in a subsequent period, the amount of the impairment loss decreases and the decrease can be related objectively to an event occurring after the impairment was recognised, the previously recognised impairment loss is reversed through the income statement. The reversal is only made to the extent that the carrying amount of the investment at the date the impairment is reversed does not exceed what the amortised cost would have been had the impairment not been recognised.

### **Cash and cash equivalents**

Cash and cash equivalents comprise bank balances held by the group and commercial paper at varying rates. The carrying amount of these assets approximates their fair value.

### **Joint ventures**

The results and net assets of joint ventures are incorporated in these financial statements using the equity method of accounting. Investments in joint ventures are carried in the balance sheet at cost and adjusted by post-acquisition changes in the group's share of net assets of joint ventures, less any impairment in the value of individual investments. Losses of a joint venture in excess of the group's interest in a joint venture are not recognised.

### **Financial liabilities**

Financial liabilities are classified according to the substance of the contractual arrangements entered into.

#### **Financial liabilities at Fair Value Through Profit and Loss (FVTPL)**

Financial liabilities are classified as at FVTPL where the financial liability is a derivative financial liability or designated at FVTPL at initial recognition.

A financial liability is designated as FVTPL upon initial recognition if such designation eliminates or significantly reduces a measurement or recognition inconsistency that would otherwise exist.

The group derecognises financial liabilities when, and only when, the group's obligations are discharged, cancelled or expire.

### **Debt**

Debt instruments not designated at FVTPL are initially measured at fair value, net of discount and direct issue costs, and subsequently recognised at amortised cost using straight line amortisation as a proxy for the IFRS 9 effective interest rate method. Finance charges, including premiums payable on settlement or redemption and direct issue costs, are accounted for on an accrual basis to the income statement using the effective interest rate method, and are added to the carrying value of the debt instrument to the extent that they are not settled in the period in which they arise.

Certain bonds, as set out in Note 19, are designated at FVTPL. These bonds are hedged by derivative financial instruments as part of a documented risk management strategy. By recognising these bonds and derivatives at FVTPL the recognition inconsistencies that would otherwise exist with regard to these risk management strategies are significantly reduced.

### **Trade payables**

Trade payables are ordinarily not interest bearing and are stated at amortised cost.

### **Derivative financial instruments and hedge accounting**

The group's activities expose it primarily to the financial risks of changes in interest rates and foreign currency exchange rates. The group uses interest rate swaps, cross-currency swaps and foreign exchange forward contracts to hedge these exposures. The use of financial derivatives is governed by the group's policies approved by the treasury committee of the board, which provide written principles on the use of financial derivatives.

Almost all the hedged events have now occurred and there will be no new hedging programme. Under IFRS 9, the group have opted to continue to apply the hedge accounting requirements of IAS 39 until the hedging programme is finalised.

Derivatives are initially recognised at fair value at the date a derivative contract is entered into and are subsequently remeasured to their fair value at each balance sheet date. Derivatives are presented on the balance sheet in line with their maturity date.

The group designates certain hedging instruments as either cash flow hedges or fair value hedges. At the inception of the hedge relationship, the entity documents the relationship between the hedging instrument and the hedged item, along with its risk management objectives and its strategy for undertaking various hedge transactions. Furthermore, at the inception of the hedge and on an ongoing basis, the group documents whether the hedging instrument that is used in a hedging relationship is highly effective in offsetting changes in fair value or cash flows of the hedged item.

Some derivatives, while complying with the group's financial risk management policies, do not qualify for hedge accounting and are therefore classified as financial instruments at FVTPL. Changes in the fair value of derivative financial instruments that do not qualify for cash flow hedge accounting are recognised in the income statement as they arise.

Cashflow hedge accounting is discontinued when the hedging instrument expires, is sold, terminated, exercised or no longer

meets the criteria for hedge accounting. Where the hedging instrument no longer meets the criteria for hedge accounting, the cumulative gain or loss on the hedging instrument that remains recognised directly in equity from the period when the hedge was effective remains in equity until the forecast transaction occurs.

In the instance where cashflow hedge accounting is discontinued since the forecast transaction is no longer expected to occur, the cumulative gain or loss on the hedging instrument that remains recognised directly in equity from the period where the hedge was effective is recognised in the income statement.

Embedded derivatives within a financial asset host contract are not separated from the host contract, instead, the whole contract in its entirety is accounted for as a single financial instrument.

Embedded derivatives within a host contract that is a financial liability are separated from the host contract and accounted for as a derivative financial instrument when economic characteristics of the embedded derivative and host are not closely related, an identical instrument (with the same terms) would meet the definition of a derivative, and the entire contract is not measured at fair value through profit or loss. Gains or losses from the movement in fair value of the financial instrument are reported in the income statement. There are no separated embedded derivatives included in the financial statements.

Note 20 sets out details of the fair values of the derivative instruments used for hedging purposes. Movements in the hedging reserve in equity are detailed in the statement of changes in equity and in the statement of comprehensive income.

### Cash flow hedges

Changes in the fair value of derivative financial instruments that are designated and effective as hedges of future cash flows are recognised in other comprehensive income, and the ineffective portion is recognised immediately within 'other gains and losses' in the income statement.

### Provisions

Provisions are recognised when the group has a present obligation as a result of a past event, and it is probable that the group will be required to settle that obligation. Provisions are measured at the directors' best estimate of the expenditure required to settle the obligation at the balance sheet date, and are discounted to present value where the effect is material.

### Critical accounting judgements and key sources of uncertainty

**(i) Property, plant and equipment** – the rail network: the estimate of the fair value of the rail network is based on an income approach using the regulatory asset base, which equates to the discounted future cash flows associated with the network, adjusted for the net present value of any variances from the Office of Rail and Road's determination using the building block model of regulation.

The most significant judgement underpinning the valuation is that the regulatory framework and associated cash flows remain sufficiently stable and robust to form the basis of a third party valuation. Management assess that based on the current regulatory environment, an investor could reasonably expect to recover the RAB value through the revenue deriving from future amortisation allowances and the regulatory return thereon. In its assessment management has considered the amendments to the regulatory framework that are set out in the regulator's determination for Control Period 6 (2019-2024), and noted that although the regulated asset base has ceased to be a building block in the determination of the company's revenue requirement, the link between income and the regulated asset base would be reinstated in the event that the rail network asset were transferred to a private owner.

In addition, disposals from railway network in the last two years have been in line with the carrying value of the railway network. This emphasises that the valuation approach undertaken in these accounts remains appropriate.

Management have also considered whether the portfolio of assets held for sale should continue to be deducted against the RAB in arriving at the fair value of the rail network, and based on an assessment of likely regulatory action in the event of a sale, have concluded that this remains appropriate. Further detail on this and other key judgements applied in the valuation are set out in Note 12.

The key source of estimation uncertainty within the valuation is the assessment of future performance against the regulatory determination which is discussed in more detail in Note 12.

Whilst not affecting the fair value of the asset recognised at the balance sheet date, management's assessment of the remaining life of the asset affects the depreciation that is charged on the asset and is also an area of estimation uncertainty. IAS 16 requires that management regularly review asset lives on at least an annual basis and that depreciation is charged on a systematic basis that reflects the way the asset is consumed. In March 2019 Network Rail produced a detailed and rigorous depreciated replacement cost (DRC) valuation of the rail network for inclusion in DFT's group accounts. In preparing these financial statements management reviewed the weighted average remaining asset lives as produced in the DRC valuation and concluded that it is still appropriate to use 40 years as the weighted average remaining life.

**Cost of Work Done (COWD):** The additions to Property, plant and equipment are valued using an estimate of the cost of work done in the year to 31 March. To the extent that the COWD is greater than the invoiced amount, a PPE addition and ‘other payable’ (Note 18) are recognised on the basis of expected amounts required to settle contractual obligations. COWD assessments are predominantly based on information readily available to project managers on the status of works, but some estimation uncertainty is involved in the year-end measurement, in respect of the evaluation of how contractual dispute positions are likely to resolve, and in measuring the value of works performed at the precise year end date.

**(ii) Investment property** – an element of the investment property portfolio valuation is determined using the Beacon method. Jones Lang LaSalle provided their assessment of yields for 18 classes of property and areas in the portfolio. These are then used to produce income multipliers and applied to the rental streams from each of the individual properties in the portfolio to form an overall valuation. For investment property transferred to assets held for sale this is also the inherited method of valuation. Further details are set out in Note 13.

**(iii) Retirement benefit obligations** – the group recognises and discloses its retirement benefit obligation in accordance with the measurement and presentational requirement of IAS 19 (Revised) ‘**Employee Benefits**’. The calculations include a number of judgements and estimations in respect of the expected rate of return on assets, the discount rate, inflation assumptions, the rate of increase in salaries and life expectancy among others. Changes in these assumptions can have a significant effect on the value of the retirement benefit obligation. The key assumptions made are set out in Note 26. The total contribution rate payable under the Railway Pension Scheme (RPS) and the Career Average Revalued Earnings (CARE) scheme is normally split in the proportion 60:40 between the group and the members, respectively. The group reflects its share of the contribution in the financial statements.

**(iv) Taxation** – the group recognises and discloses its deferred tax assets in accordance with IAS 12. Where it is considered to be probable that deferred tax assets can be matched to future taxable profits then deferred tax assets are recognised, or offset against the overall deferred tax provision as appropriate. This evaluation requires significant judgements to be made, including the uncertainty of the availability of future taxable profits. Further details are set out in Note 10.

### 3. Revenue

	2021 Group £m	2020 Group £m
Grant income	6,642	5,259
Franchised network access	2,815	2,507
Freight revenue	45	43
Property rental income	81	254
Other income	35	36
<b>Revenue</b>	<b>9,618</b>	<b>8,099</b>

#### Qualitative disclosure

The effect of the performance regimes was a net profit of £329m (2020: net loss of £30m) which led to an increase in revenue of the respective amount. The performance regime provides a basis for compensation to train operators for the impact of lateness and cancellations on their income. It also provides incentives for Network Rail and train operators to continuously improve performance where it makes economic sense to do so. This is achieved by Network Rail and train operators making bonus payments/ paying financial compensation where performance is better than/ worse than the benchmark.

The group has assessed its revenue recognition in accordance with IFRS15 and has deemed that it derives the vast majority of its revenue over-time. Revenue recognised at a point in time is not material in the financial year and therefore is not disclosed separately.

Grant income, franchised network access, freight revenue and property rental income, recognised in line with the accounting policies, were recognised upon fulfilment of the contractual performance obligations, by providing track access or access to rental property, in line with the terms of the existing customer contracts. Recognition is over time, and the input method, specifically time lapsed, is used as the basis for revenue recognition. There are no alternative performance obligations identified for individual contracts within the disaggregated revenue streams.

There are no recognised contract assets, as defined by IFRS 15, that relate to recognised revenue disaggregated in the above table.

## 4. Net operating costs

	2021 Group £m	2020 Group £m
Employee costs (see Note 6)	2,802	2,715
Own costs capitalised	(1,102)	(1,091)
Other external charges (including infrastructure maintenance costs)	3,083	2,613
Other operating income and recoveries	(304)	(313)
<b>Net operating costs before depreciation and amortisation</b>	<b>4,479</b>	<b>3,924</b>
Depreciation (see Notes 12 and 24)	2,094	2,022
Amortisation of grants	(137)	(169)
<b>Net operating costs</b>	<b>6,436</b>	<b>5,777</b>

## 5. Profit from operations

Total profit from operations is stated after charging/(crediting):

	2021 Group £m	2020 Group £m
Research and development costs expensed	50	30
Amortisation of intangible assets	1	1
Profit on sale of properties	-	-
Decrease / (Increase) in the fair value of investment properties	5	(3)
Cost of inventories recognised as an expense	255	243
Write down of inventories recognised as an expense	9	6

### Amounts payable to auditors

Fees payable to the company's auditors for the audit of the company and consolidated financial statements	0.47	0.46
Fees payable to the company's auditors for audit related services:		
– The audit of the company's subsidiaries	0.06	0.05
– Regulatory accounts audit and interim review	0.06	0.06
<b>Total amounts payable to group auditors</b>	<b>0.59</b>	<b>0.57</b>

For financial years ended 31 March 2021 and 2020 no fees were payable to the company's auditors in respect of non-audit related services. In addition to the audit fee information given in the table the group pays £0.2m for the audit of subsidiaries that are not performed by the group auditor.

## 6. Employee costs

The monthly average number of employees (including executive directors) was:

	2021 Group Number	2020 Group Number
<b>Management and operation of the railway</b>	<b>44,356</b>	<b>42,099</b>

### Their aggregate remuneration comprised:

	2021 Group £m	2020 Group £m
Wages and salaries	2,269	2,168
Social security costs	243	241
Defined contribution pension costs (see Note 26)	24	23
Defined benefit pension costs – current service costs (see Note 26)	266	283
<b>Total employee costs</b>	<b>2,802</b>	<b>2,715</b>

In the years ended 31 March 2021 and 31 March 2020 key management personnel were all the executive directors and the chair of the board of directors. Full details of their remuneration are included within the annual remuneration report on pages 122 to 133.

## 7. Finance income

	2021 Group £m	2020 Group £m
Interest receivable on investments and deposits	1	7
	1	7

Finance income earned on financial assets analysed by category of asset is as follows:

	2021 Group £m	2020 Group £m
Financial assets at amortised cost (including cash and bank balances)	1	7
	1	7

## 8. Other gains and losses

	2021 Group £m	2020 Group £m
Net ineffectiveness arising from cash flow hedge accounting	20	(19)
Fair value loss on fair value hedges	(4)	-
Fair value gain on carrying value of fair value hedged debt	-	-
<b>Gain arising from fair value hedge accounting</b>	<b>(4)</b>	<b>-</b>
Net increase / (decrease) in fair value of non-hedge accounted debt	30	(4)
Gain on derivatives not hedge accounted	130	236
<b>Gain arising from non-hedge accounting</b>	<b>160</b>	<b>232</b>
Total other gains	176	213

No other gains and losses have been recognised in respect of financial assets or liabilities other than those disclosed in this note. No gains or losses have been recognised on financial liabilities measured at amortised cost other than those disclosed in Note 9.

The movement in fair value of debt designated as fair value through profit and loss and exchange differences on retranslation of foreign currency debt that form part of the above total other gains and losses are in relation to debt issuances disclosed in Note 19.

## 9. Finance costs

	2021 Group £m	2020 Group £m
Interest on bank loans and overdrafts	14	16
Interest on loan issued by Department for Transport	637	688
Interest on bonds issued under the Debt Issuance Programme	851	1,163
Interest on derivative instruments	184	230
Defined benefit pension interest cost (see note 26)	44	58
Lease interest payable (Note 24)	11	15
<b>Total finance costs</b>	<b>1,741</b>	<b>2,170</b>

## 10. Tax

The tax credit is made up as follows:

	2021 Group £m	2020 Group £m
<b>Current tax:</b>		
Corporation tax charge	(45)	-
Adjustment in respect of prior years	-	-
<b>Total current tax charge</b>	<b>(45)</b>	<b>-</b>
<b>Deferred tax:</b>		
Current year charge	(173)	(107)
Effect of rate change	-	(265)
Adjustment in respect of prior years	(59)	(23)
<b>Total deferred tax charge</b>	<b>(232)</b>	<b>(395)</b>
<b>Total tax charge</b>	<b>(277)</b>	<b>(395)</b>

The tax charge for the year can be reconciled to the profit per the income statement as follows:

	2021 Group £m	2020 Group £m
<b>Profit/(Loss) before tax</b>	<b>1,613</b>	<b>375</b>
Tax at the UK corporation tax rate of 19 per cent (2020: 19 per cent)	(306)	(71)
Adjustments in respect of prior years	(59)	(23)
Rate changes	-	(265)
Expenses / (Income) not subject to tax	51	(39)
Derecognition of tax assets – brought forward	-	2
De-recognition of deferred tax assets recognised in the year	-	-
Utilisation of tax losses previously derecognised	-	1
Advance corporation tax previously written off	37	-
<b>Total tax charge/(credit) for the year</b>	<b>(277)</b>	<b>(395)</b>

Under IAS12 deferred tax assets can only be recognised where it is probable that taxable profits will be available against which the deferred tax asset can be utilised. As in 2020, it remains improbable that Network Rail will produce a level of taxable profits that will allow for recognition of a deferred tax asset relating to the trading losses carried forward. Network Rail uses all its profits to fund capital expenditure. Following the Budget in March 2021, Network Rail will be able to claim the “super allowance” deduction on certain capital expenditure. Management’s current assessment is that it is likely that these capital allowances will mean there is no significant taxable income for the two years to 31 March 2023. In these 2 years then, capital allowances will cover the taxable profit and mean that there is no expected need for use of losses. Beyond the current funding regime, there is no certainty over the funding mechanism of Network Rail and hence the use of any losses.

The Group has utilised the asset for surplus ACT asset brought forward of £36.9m in the financial year.

Deferred tax at 31 March 2021 is calculated at a rate of 19 per cent (2020: 19 per cent) based on the tax rate expected to prevail based on legislative enactments at the point temporary differences resolve. The amount at which temporary differences crystallise is sensitive to the decisions on future tax laws to be taken by Parliament.

UK corporation tax is calculated at 19 per cent (2020: 19 per cent). Following Budget 2020, the corporation tax main rate remains at 19 % for the financial year beginning 1 April 2021. This maintains the rate at 19 %, rather than increasing it to 25 % from 1 April 2021. In Budget 2021 it was announced the corporation tax rate will increase to 25 % with effect from 1 April 2023. This amendment was not substantively enacted at 31 March 2021.

## 11. Intangible assets

Group	Concession £m
<b>Cost</b>	
<b>At 1 April 2019, 31 March 2020 and 31 March 2021</b>	<b>78</b>
<b>Accumulated amortisation</b>	
<b>At 31 March 2019</b>	<b>(15)</b>
Charge for the year	(1)
<b>At 31 March 2020</b>	<b>(16)</b>
Charge for the year	(1)
<b>At 31 March 2021</b>	<b>(17)</b>
<b>Carrying amount</b>	
<b>At 31 March 2021</b>	<b>61</b>
<b>At 31 March 2020</b>	<b>62</b>

The intangible assets above relate to separable economic rights associated with the concession to run the operations, maintenance and renewal business of High Speed 1, and are held by the wholly owned company Network Rail (High Speed) Limited.

Intangible assets are being amortised over the life of the licence of 83 years to 2086. Amortisation is charged to net operating costs in the income statement.

## 12. Property, plant and equipment – the rail network

	Group assets £m	Group capital grants deferred £m	Group carrying value £m
<b>Valuation</b>			
<b>At 31 March 2019</b>	<b>76,263</b>	<b>(4,796)</b>	<b>71,467</b>
Additions – Enhancements	2,247	(2,247)	-
Additions - Renewals	2,929	-	2,929
Total Additions	<b>5,176</b>	<b>(2,247)</b>	<b>2,929</b>
Disposals	(517)	-	(517)
Transfers to held for sale	(23)	-	(23)
(Depreciation charge)/ grant amortisation for the year	(1,937)	162	(1,775)
Revaluation in the year	(272)	-	(272)
<b>At 31 March 2020</b>	<b>78,690</b>	<b>(6,881)</b>	<b>71,809</b>
Additions - Enhancements	2,029	(2,029)	-
Additions – Renewals	3,899	-	3,899
Total Additions	<b>5,928</b>	<b>(2,029)</b>	<b>3,899</b>
Disposals	(30)	-	(30)
Transfers to held for sale	-	-	-
Transfer to investment property	(5)	-	(5)
(Depreciation charge)/ grant amortisation for the year	(1,992)	129	(1,863)
Revaluation in the year	(1,812)	-	(1,812)
<b>At 31 March 2021</b>	<b>80,779</b>	<b>(8,781)</b>	<b>71,998</b>

Given the economic and physical interdependency of the assets comprising the rail network, the company has concluded that the rail network is considered as a single class of asset. The rail network is carried at its fair value.

As there is no active market in railway infrastructure assets, the company has derived the fair value of the rail network using an income approach. Under this approach the cash flows that a network licence holder expects to generate from the rail network are assessed using a market rate of return. This valuation is carried out twice a year and revaluation gains and losses are reflected in other comprehensive income.

The independent rail regulator, the Office of Rail and Road (ORR), stated (in the 2018 periodic review final determination: Supplementary document – financial framework) that a private network licence holder of the railway network would have its revenue requirement determined using the building block model of regulation. Under this model the network licence

holder's annual income (received in the form of the network grant and track access charges) would comprise:

- a) The regulator's assessment of the efficient costs of operating and maintaining the network
- b) An allowance for Regulatory Asset Base (RAB) amortisation – qualifying capital expenditure is added to the RAB as incurred and recovered by the company through future amortisation allowances (in order to spread the cost to customers and stakeholders of investment in the rail network over many years).
- c) An allowed return on the RAB – calculated by applying the rate of return permitted by the ORR (based on its assessment of the market's cost of capital) to the RAB balance.

In the determination for Control Period 6 (2019-2024), published on 31 October 2018, ORR explained that from 1 April 2019 the RAB ceased to be a building block in the determination of the company's revenue requirement, but that the previous method of revenue determination would be restored if the rail network asset were to be transferred to a private owner. IFRS 13 Fair Value Measurement requires management to assess fair value from the perspective of a theoretical market participant, rather than on the basis of the value-in-use. Accordingly, the amendments made to the regulatory framework for Control Period 6, which reflect the proximity of Network Rail to the public sector and which would not apply to a market participant, are not relevant to the valuation.

Future cash flows under (a) are assumed to be equivalent over time to the network licence holder's actual costs of operation and maintenance, on the basis that the Regulator aims to set targets which are ambitious but achievable. These therefore have no net impact on forecast future cash flows, or the valuations. The allowed return (c) is based on a cost of capital which would be offset in a discounted future cash flows model (see Discount rate below). The economic rights inherent in ownership of the regulated rail network asset are therefore vested primarily in the value of the RAB, which will be recovered through future regulated income as the RAB is amortised (b).

This means that it is possible for the RAB itself to be used as the starting point for a discounted cash flow valuation. The RAB fluctuates in valuation; increasing in value principally as a result of allowances for capital expenditure and inflation indexation, whilst reducing for amortisation. The adjustments may give rise to upwards or downwards revaluations. Further changes are subject to:

- a) Adjustment for any difference between regulatory rate of return and the market cost of capital that a third party investor would use to assess the value of the network (the rate of return and market cost of capital are currently assessed as fully aligned); and
- b) Adjustment for forecast future under or out performance against the regulatory determination over the remainder of the current control period. No adjustment is made in respect of future control periods on the expectation of the Regulator setting, over the long term, ambitious but achievable determination. See forecast performance variation below.

When valuing the network, management is required to consider the value a knowledgeable willing party would place on the network in an arm's length transaction. On the grounds that third party investors are known to value the assets of regulated companies by reference to the RAB, and that the cash flows associated with the regulatory framework are considered sufficiently stable and robust to form the basis of a third party valuation, management has used the RAB as the starting point for its valuation.

### **Third party funding**

Additions to the railway network funded by capital grant, rather than via the RAB funding mechanism, are included in the valuation at cost. The carrying value of property, plant and equipment is calculated after netting off associated grant funding received or receivable.

### **Disposals**

The disposals of £30m were as the result of property sales in the usual course of business. In line with Regulatory Accounting Guidelines the net proceeds of sales are deducted from the RAB, reducing the valuation of the Railway Network Valuation. The valuation of the disposals is assessed as being equal to the reduction in the valuation of the Railway Network relating to property sales.

### **Depreciation**

The depreciation charge for any year is calculated using the average carrying value for the year and the estimated remaining weighted average useful economic life of the rail network. The remaining weighted average useful economic life of the rail network was calculated using the engineering assessment of serviceable economic lives of the major categories that comprise the rail network. The estimated remaining weighted average useful economic life of the network is currently 40 years (2020: 40 years).

### **Discount rate**

The discount rate used in the income approach is the pre-tax rate of return set by the ORR. The ORR performs a periodic review every five years, which leads to the setting of the appropriate rate for the five-year period. The ORR's method encompasses advice from consultants, comparisons to similar infrastructure assets and discussions with Network Rail. Management believes this cost of capital reflects the assumptions that a market participant would make in arriving at a discount rate.

Should the ORR amend the permitted rate of return in future quinquennial reviews, the regulator would raise or lower the permitted charges to customers so as to achieve the new rate of return. In other words, the cash flows would change but the RAB would not.

The ORR confirmed that a conventionally funded market participant would receive an allowed return equal to the full market cost of capital. This has been reiterated in their final determination for CP6. Management expects that if the rail network asset were to be transferred to a private owner during CP6, ORR would determine the private owner's revenue requirement for CP6 using the pre-tax (CPI) WACC of 4.15 % set out in their final determination for this Control Period. Management expects that the rate of return set by the regulator in subsequent quinquennial reviews will be consistent with the market discount rates for infrastructure assets at the quinquennial review date.

Accordingly, the valuation includes a reassessment of this rate to determine whether it continues to reflect market conditions. This assessment is by reference to movements in observable market data, including the risk-free cost of borrowing, and changes in the weighted average cost of capital of listed utilities with similar gearing ratios. The following table shows the effect of changes in the market discount rate on the carrying value of the rail network and on the depreciation charge. The analysis only considers the effects of movements in the market discount rate until the end of Control Period 6 (2024), and not in perpetuity. The effect of changes in the market discount rate apply equally to increases and to decreases in discount rates.

	Change in cost of capital (basis points)	31 March 2021	31 March 2020
Change in fair value	25	£483m	£843m
	50	£967m	£1,682m
Percentage change in fair value	25	0.7%	1.2%
	50	1.3%	2.3%
Change in annual depreciation charge	25	£12m	£21m
	50	£24m	£42m

### Forecast performance variations

In assessing the value of the rail network, management considers that a knowledgeable willing third party would take into account the perceived fairness and deliverability of the current regulatory determination. Accordingly, management makes an addition (or deduction) to the valuation for its assessment of the likely ORR determination in respect of the financial consequences of anticipated future out (or under) performance against the regulatory determination.

Cost outturns on capital work (renewals and enhancements) have an impact on future cash flows under the regulatory framework, since only efficient overspending in excess of regulated cost targets can be added to the RAB.

At 31 March 2021 the valuation included £475m (2020: £475m) of projected financial underperformance, which is expected to crystallise in the income statement over the next three years. The 2020 valuation included an increase of £194m to £475m largely as a result of the impact on property income, particularly retail income in our stations, of the measures taken to safeguard against the public health impact of the global pandemic. The expectation at the prior year end was that a significant portion of the £475m underperformance would occur in the 20/21 financial year leading to the balance reducing to pre-pandemic levels at 31 March 2021. However, as the national measures taken have continued during the current financial year and the outlook for future passenger recovery has been re-considered, the expectation of underperformance in years 2021-22 onwards has been revised. The reduction in performance in future years relates principally to property income with the expectation now being that this will not recover to pre-pandemic levels during this Control Period. It is expected that at the end of the control period, property income will have recovered to 80 % of pre-pandemic levels. In making this assumption, Network Rail notes the long-term value of managed station presence to our tenants during and after economic recovery, and as a driver for sales as station footfall increases. If the property income underperformance expected in 21-22 were to continue for the remainder of the Control Period then this would result in an increase in the overall underperformance of £310m. However, other factors would be expected to change at the same time that would reduce this underperformance.

Measures taken to change franchise contracts by both DfT and Transport Scotland has continued to allow train operating companies to settle amounts owed to Network Rail as they fall due.

Forecasting the future cash flows produces a broader range of scenarios as a result of uncertainty in economic projections following the global pandemic. The potential range of outcomes was around 3 % of the valuation.

### Revaluation

As noted above, the RAB is used as the starting point for the valuation. The RAB fluctuates in valuation; increasing in value principally as a result of allowances for capital expenditure and inflation indexation, whilst reducing for amortisation. In the current year, the low levels of inflation combined with significant levels of renewals results in the RAB amortisation charge outweighing the IAS 16 depreciation charge by £1,917m. This difference drives the revaluation loss of £1,812m.

### Critical judgements

The valuation includes the following critical judgements:

- a) The regulatory framework, and associated cash flows remain sufficiently stable and robust to form the basis of a third party valuation. As noted above, the ORR has made it clear in its final determination for Control Period 6 that the amendments made to the regulatory framework for CP6 reflect the proximity of Network Rail to the public sector and the amendments would not apply to a market participant.
- b) The ORR has committed to providing a market cost of capital return to a conventionally funded owner and operator of the network and the fair value calculation has been prepared on that basis. Accordingly, no adjustment has been made to the valuation in respect of the difference between the regulatory rate of return and a market participant cost of capital.
- c) Management's assessment of the deliverability of the current regulatory determination is a good indication of how other management groups would perform against the determination.
- d) The deliverability of the current 5-year regulatory determination does not have any implication for the deliverability of future determinations (i.e. the ambition of the regulator at the start of each Control Period is to set the regulatory determination at a level which is challenging but achievable).
- e) The RAB includes historic expenditure on the company's investment properties. In accordance with IAS 40 Investment Property and IFRS 5 Non-current Assets Held for Sale and Discontinued Operations the fair value of investment property and assets held for sale is separately recognised in Notes 13 and 15 to the accounts. The fair value of the railway network excludes the fair value of RAB-funded investment properties (and assets held for sale) on the grounds that a private owner of the railway network would not expect to derive any future economic benefit from the sale of investment property (i.e. the regulator would make a downwards adjustment to the RAB for the value of any investment properties sold). The valuation performed at 31 March 2021 includes a downwards adjustment of £240m to exclude the fair value of investment property and assets held for sale (31 March 2020: £251m).
- f) When considering the appropriateness of the valuation methodology, the Directors took into account the publication of the Williams-Shapps Plan for Rail Review and its plans to reform the rail industry. The directors concluded that the current methodology remained appropriate. In considering this, the directors noted that disposals from the railway network in the last two years have been in line with the carrying value of the railway network. This emphasises that the valuation approach undertaken in these accounts remains appropriate.

At 31 March 2021 the group had entered into contractual commitments in respect of capital expenditure amounting to £2,716m (2020 restated: £2,291m).

We have classified the valuation of the rail network as Level 3 under IFRS 13. The network's fair value is the estimated future cash flows that will be generated in perpetuity, discounted at the regulatory cost of capital, as set by the ORR in its Periodic Review. The cost of capital at which cash flows are discounted is the key unobservable input in the valuation. The full market cost of capital determined by the ORR, on an annual basis, is 3.8% (2020:3.8%) for the current control period. This is arrived at through advice from consultants, comparisons to similar infrastructure assets and discussions with Network Rail.

An increase in the market cost of capital would lead to a decrease in the valuation of the rail network and vice versa. However, the impact would be limited to the current control period as the regulator would re-evaluate the allowed return and reset it to the market rate at the next quinquennial review.

## 13. Investment property

	Group £m
<b>Fair value</b>	
<b>At 31 March 2019</b>	<b>232</b>
Additions	-
Disposals	(8)
Transfer (to)/from property, plant and equipment	-
Transfer (to)/from assets held for sale	-
Increase in fair value in the year	3
<b>At 31 March 2020</b>	<b>227</b>
Additions	-
Disposals	(11)
Transfer (to)/from property, plant and equipment	5
Transfer (to)/from assets held for sale (Note 15)	(4)
Decrease in fair value in the year	(5)
<b>At 31 March 2021</b>	<b>212</b>

The market values of the group's investment properties at 31 March 2021 have been arrived at on the basis of a valuation carried out at that date in conjunction with Jones Lang LaSalle, external valuers not connected with the group. Network Rail Property undertake a detailed review of the investment property portfolio to allocate the portfolio to beacons which represent particular groups of property sharing the same characteristics. Network Rail Property apply yields provided by Jones Lang LaSalle to these beacon categories. Jones Lang LaSalle will also value specific properties, as instructed by Network Rail Property.

Management are satisfied that Jones Lang LaSalle hold a recognised and relevant professional qualification, and have had recent experience in the location and category of the investment property being valued. The fair value of the group's investment property portfolio is deemed to be the market value.

The valuation, which conforms to International Valuation Standards, was arrived at by splitting the portfolio between one-off individual properties to be valued separately and the remainder of the portfolio to be valued under the Beacon method.

Jones Lang LaSalle provided independent valuations of 13 one-off individual properties (2020: 11), amounting to 48 per cent (2020: 46 per cent) of the total valuation. The balance of the estate was valued under the Beacon method by splitting the portfolio into 18 homogeneous classes (2020: 18) of property and areas, assuming that the current passing rent received from these properties are in line with market rent. Jones Lang LaSalle independently assessed the appropriate yield to be adopted within each of these classes and areas. This enabled the directors to estimate market values by applying the provided yields to the net rental income from these properties, in accordance with a standard UK investment property valuation.

The property rental income earned by the group from assets categorised at the year end as investment property, all of which is leased out under operating leases, amounted to £9.7m (2020: £15.6m). Direct operating expenses arising on the investment properties in the year amounted to £3.2m (2020: £2.9m).

The group's investment properties are let on a tenant repairing basis. The group's maintenance obligations are limited to common areas and vacant property units.

Property valuations are by their nature subjective, as they are made on the basis of assumptions made by the valuer. They have been classified as Level 3 and the key inputs to the valuations, defined as 'unobservable' by IFRS 13, are analysed in the table below.

Valuation Technique:	Estimated rental value per sq. ft			Equivalent yield		
	Fair value at 31 March 2021 £m	Minimum £	Maximum £	Weighted average £	Minimum %	Maximum %
One-off valuation	103	0.39	172.94	5.3	3.6	12.5
Beacon method*	109	n/a	n/a	n/a	5.0	15.0

\* The Beacon methodology splits all the properties within the portfolio into 18 homogenous groups. The properties in each group are valued by applying a yield to the annual rent (passing or void) for the property. Yields applied are on the basis that the property is rack rented i.e. the current passing rent received from these properties are in line with market rent. As such, an estimated rental value per square feet for these properties is not available.

All other factors being equal, a higher yield would lead to a decrease in the valuation of a property and an increase in the current or estimated future rental stream would have the effect of increasing the capital value, and vice versa. However, there are interrelationships between the unobservable inputs which are influenced by market conditions, which would impact the changes in fair value.

## 14. Investment in subsidiaries and joint ventures

Subsidiaries in the financial statements are included in the table below.

Principal subsidiaries	Country of incorporation	Proportion of all classes of issued share capital owned	Principal activities
Network Rail Infrastructure Limited	Great Britain	100 %	Operation, maintenance and renewal of the national railway infrastructure
Network Rail Insurance Limited	Guernsey	100 %	Insurance
Network Rail Holdco Limited*	Great Britain	100 %	Holding company of Network Rail Infrastructure Limited
Network Rail (High Speed) Limited	Great Britain	100 %	Holds St Pancras concession and High Speed Railway Services Agreement
Network Rail Development Limited	Great Britain	100 %	Holds 49.95 % of each of the property joint ventures Solum Regeneration Limited Partnership and Solum Regeneration Epsom Limited Partnership
Network Rail Pension Trustee Limited	Great Britain	Company limited by guarantee	Administration of defined contribution and CARE defined benefit pension schemes
Network Rail Consulting Limited	Great Britain	100 %	International rail consultancy
Network Rail Certification Body Limited	Great Britain	100 %	Conformity assessment services to the rail industry
Network Rail (VY1) Limited	Great Britain	100 %	Holds land required for works access
Network Rail (VY2) Limited	Great Britain	100 %	Holds land required for works access
Network Rail (Stations) Limited	Great Britain	100 %	Holds a head lease for a retail development
Network Rail (Projects) Limited	Great Britain	100 %	Non trading
Network Rail (Assets) Limited	Great Britain	Company limited by guarantee	Other business support activities
Network Rail Corporate Secretary Limited	Great Britain	100 %	The company provides secretarial services to other companies within the Network Rail group
Network Rail Property Limited	Great Britain	100 %	To assess the integrated performance of NR's property business
Victoria Place Shopping Centre Ltd	Great Britain	100 %	Real estate
Spacia (2002) Ltd	Great Britain	100 %	Non trading company
Railway Property Ltd	Great Britain	100 %	Non trading company
Kew Bridge Manco Limited	Great Britain	Company limited by guarantee	Non trading company
Railway Safety & Standards	Great Britain	Company limited by guarantee	Non trading company
Railway Safety	Great Britain	Company limited by guarantee	Other passenger land transport
<b>Shares held by a trustee</b>			
Network Rail Infrastructure Finance PLC	Great Britain	Intertrust Corporate Services Limited	Issuer of the Debt Issuance Programme
Network Rail MTN Finance Limited	Great Britain	Intertrust Corporate Services Limited 99.998 %, ('MTN') Programme. Intertrust Nominees limited 0.002 %	Issuer of NR's Medium Term Note

\* Directly owned by Network Rail Limited company.

The shares in Network Rail Infrastructure Finance PLC are held by Intertrust Corporate Services Limited, for charitable purposes. The sole purpose of this company is to act as a special purpose funding vehicle. The company is treated as a subsidiary for accounting purposes as proceeds from debt issuances are lent on to Network Rail Infrastructure Limited and are used to finance the activities and to refinance the existing debt of the group.

Network Rail Infrastructure Limited is a member of Newcastle NE1 Limited. Newcastle NE1 Limited is a not for profit limited company (by guarantee); NRIL's liability as a member is limited to an amount not exceeding £1. The company is a Business Improvement District representing several businesses in Newcastle.

Joint ventures accounted for by the equity accounting method in the financial statements are included in the table below.

<b>Joint ventures</b>	<b>Country of incorporation</b>	<b>Proportion of all classes of issued share capital owned</b>	<b>Principal activities</b>
Innova Investment Partnership GP Limited	Great Britain	50 %	Hold 0.1 % in Innova Investment Limited Partnership
Innova Investment Limited Partnership	Great Britain	49.95 %	Property development
West Hampstead Square LLP	Great Britain	50 %	Property development
Blocwork LLP	Great Britain	50 %	Property development
Blocwork (Henley) LLP	Great Britain	50 %	Property development
Blocwork Projects LLP	Great Britain	50 %	Property development
The Station Office Network LLP	Great Britain	50 %	Provides flexible office space, meeting rooms and virtual offices
Solum Regeneration Epsom (GP) Limited	Great Britain	50 %	Hold 0.1 % in Solum Regeneration (Epsom) Limited Partnership
Solum Regeneration (Epsom) Limited Partnership	Great Britain	49.95 %	Property development
Solum Regeneration (Haywards) LLP	Great Britain	50 %	Property development
Solum Regeneration (Guildford) LLP	Great Britain	50 %	Property development
Solum Regeneration (Twickenham) LLP	Great Britain	50 %	Property development
Solum Regeneration (Bishops) LLP	Great Britain	50 %	Property development
Solum Regeneration (Surbiton) LLP	Great Britain	50 %	Property development
Solum Regeneration Holding 2 LLP	Great Britain	50 %	Property development
Solum Regeneration (Maidstone) LLP	Great Britain	50 %	Property development
Solum Regeneration (Walthamstow) LLP	Great Britain	50 %	Property development
Solum Regeneration (Redhill) LLP	Great Britain	50 %	Property development
Solum Regeneration (Kingswood) LLP	Great Britain	50 %	Property development
Solum Regeneration Holding 1 LLP	Great Britain	50 %	Property development

The movement in the investment in joint ventures is as follows:

	<b>2021 Group £m</b>	<b>2020 Group £m</b>
At 1 April	41	44
Investment in joint ventures	5	(1)
Share of loss	(8)	(2)
<b>At 31 March</b>	<b>38</b>	<b>41</b>

## 15. Assets held for sale

	2021 Group £m	2020 Group £m
At 1 April	24	10
Transfer from investment property	4	-
Transfer from trade and other payables	-	-
Transfers from property, plant and equipment	-	23
Additions	-	-
Disposals	(9)	
<b>At 31 March</b>	<b>28</b>	<b>24</b>

Under IFRS 13, the assets are classified as Level 3.

## 16. Inventories

	2021 Group £m	2020 Group £m
Raw materials and consumables	286	262

As at 31 March 2021 a provision of £31m (2020: £27m) was held in respect of inventories.

## 17. Trade and other receivables

	2021 Group £m	2020 Group £m	2021 Company £m	2020 Company £m
<b>Current assets: trade and other receivables</b>				
Trade receivables				
- receivable from contracts with other customers	236	262	-	-
- receivable from agreements with government	-	-	-	-
- receivable from property portfolio customers	134	164	-	-
Capital grants receivable	394	503	-	-
Other taxation and social security	150	135	-	-
Collateral receivable	369	534	-	-
Other receivables	35	32	-	-
Prepayments	80	70	-	-
Accrued income				
- receivable from contracts with other customers	115	124	-	-
- receivable from property portfolio customers	30	53	-	-
<b>Total</b>	<b>1,543</b>	<b>1,877</b>	-	-

Trade receivables from contracts with customers, agreements with government and from the property portfolio are all based on unconditional rights to consideration, and are not contingent on conditional or dependent on satisfying other performance obligations.

Trade receivables include an allowance for estimated irrecoverable amounts from the supply of services of £45m (2020: £31m). This allowance has been made by reference to past default experience. Past default experience is adjusted for forward looking information where relevant. The group provides fully for receivables overdue by over six months. Average debtor days were 49 days (2020: 50 days).

The directors consider that the carrying value of trade and other receivables approximates to their fair value. All balances are non-interest bearing and denominated in sterling.

The group's credit risk is primarily attributable to its trade receivables. Around 98 per cent of the company's income is received from train operating companies and in the form of revenue grants from Government. Franchises are issued to train operating companies by the Department for Transport in England and Wales and Transport Scotland in Scotland. The group believes that amounts receivable from Government and the train operating companies represent a high level of credit quality. This is because in the extraordinary circumstance that a train operating company were to be unable to meet its obligations then provisions in the franchise agreements allow the Department for Transport to take over services at any time. Measures taken to change franchise contracts by both DfT and Transport Scotland during the global pandemic have allowed train operating companies to continue to settle amounts owed to Network Rail as they fall due. Before accepting any other new customer, the group uses an external credit scoring system to assess the potential customer's credit quality.

Included in the group's trade receivable balance are amounts totalling £51m (2020: £90m) which are past due at the reporting date for which the group has not provided as there has not been a significant change in the credit quality and the amounts are still considered recoverable. The group does not hold collateral over these balances. The average age of these receivables is 22 days (2020: 32 days).

The following table shows the age of financial assets for the group which are past due and for which no specific provision has been raised:

	2021 Group £m	2020 Group £m	2021 Company £m	2020 Company £m
<b>Current assets: trade and other receivables</b>				
Past due by 1 – 28 days	40	39	-	-
Past due by 29 – 56 days	9	18	-	-
Past due by 57 – 84 days	3	12	-	-
Past due by 85 – 180 days	19	27	-	-
<b>Total</b>	<b>71</b>	<b>96</b>	-	-

Trade receivables of £26m (2020: £21m) are overdue by six months or more and have been fully provided for.

## 18. Trade and other payables

	2021 Group £m	2020 Group £m	2021 Company £m	2020 Company £m
<b>Current liabilities: trade and other payables</b>				
Trade payables	586	534	-	-
Collateral held from banking counterparties	105	120	-	-
Payments received on account	26	25	-	-
Other payables	431	495	-	-
Other interest accruals	241	282	-	-
Other accruals	934	910	-	-
Deferred income	1,278	1,271	-	-
<b>Total</b>	<b>3,601</b>	<b>3,637</b>	-	-

IFRS 15 uses the term ‘contract liability’ to describe what might more commonly be known as ‘deferred income’, however the Standard does not prohibit an entity from using alternative descriptions in the statement of financial position. The Group has not adopted the terminology used in IFRS 15 to describe such balances.

£19m of the property deferred income balance at the beginning of the year was recognised as revenue in the current year.

The average credit period taken for trade purchases is 26 days (2020: 36 days).

Before accepting new suppliers, and upon letting significant contracts, the group evaluates suppliers’ creditworthiness using external credit scoring systems and other relevant data.

The directors consider that the carrying value of trade and other payables approximates to their fair value. All balances are ordinarily non-interest bearing and denominated in sterling.

	2021 Group £m	2020 Group £m	2021 Company £m	2020 Company £m
<b>Non-current liabilities: other payables</b>				
Capital grants deferred income	430	471	-	-
Other payables	56	77	-	-
<b>Total</b>	<b>486</b>	<b>548</b>	-	-

As part of the acquisition of Railtrack PLC, Network Rail received a grant of £300m from the Strategic Rail Authority to fund the purchase. In line with Network Rail’s accounting policy this revenue is deferred and amortised over the average remaining life of the railway network (as this represents the substantial part of the assets purchased), currently 40 years, on a straight-line basis.

## 19. Borrowings

The borrowings balance is split as follows:

	2021 Group £m	2020 Group £m	2021 Company £m	2020 Company £m
<b>Net borrowings by instrument:</b>				
Cash and cash equivalents	522	430	-	-
Collateral placed with counterparties	369	534	-	-
Collateral received from counterparties	(105)	(120)	-	-
Bank loans	(522)	(514)	-	-
Lease liabilities	(386)	(411)	-	-
Bonds issued under the Debt Issuance Programme (less unamortised premium, discount and fees)	(23,874)	(24,686)	-	-
Borrowings issued by the Department for Transport*	(30,683)	(29,834)	-	-
	<b>(54,679)</b>	<b>(54,601)</b>	-	-
<b>Movement in net borrowings:</b>				
At the beginning of the year	(54,601)	(54,137)	-	-
Increase / (Decrease) in cash and cash equivalents	92	(20)	-	-
Proceeds from borrowings	(10,841)	(11,559)	-	-
Repayments of borrowings**	10,841	12,029	-	-
Capital accretion	(281)	(513)	-	-
Exchange differences	20	(19)	-	-
Movement in collateral placed with counterparties	(165)	(193)	-	-
Movement in collateral received from counterparties	15	(82)	-	-
Movement in lease liabilities (see Note 24)	25	(411)	-	-
Decrease/(increase) in DFT collateral facility**	150	275	-	-
Fair value and other movements	66	29	-	-
At the end of the year	<b>(54,679)</b>	<b>(54,601)</b>	-	-
<b>Net borrowings are reconciled to the balance sheet as set out below:</b>				
Cash and cash equivalents	522	430	-	-
Collateral placed with counterparties (included in trade and other receivables)	369	534	-	-
Collateral received from counterparties (included in trade and other payables)	(105)	(120)	-	-
Borrowings included in current liabilities	(8,157)	(10,781)	-	-
Borrowings included in non-current liabilities	(47,308)	(44,664)	-	-
	<b>(54,679)</b>	<b>(54,601)</b>	-	-

\* As at 31 March 2021, a collateral facility of £260m (2020: £410m) was included within this balance.

\*\* Included in repayment of borrowings in cash flow statement.

	2021 Group £m	2020 Group £m	2021 Company £m	2020 Company £m
1.085 % sterling index linked bond due 2052	143	141	-	-
0 % sterling index linked bond due 2052	157	154	-	-
1.003 % sterling index linked bond due 2051	27	27	-	-
0.53 % sterling index linked bond due 2051	138	136	-	-
0.517 % sterling index linked bond due 2051	138	136	-	-
0 % sterling index linked bond due 2051	158	154	-	-
0.678 % sterling index linked bond due 2048	136	134	-	-
1.125 % sterling index linked bond due 2047	5,887	5,819	-	-
0 % sterling index linked bond due 2047	101	99	-	-
1.1335 % sterling index linked bond due 2045	55	55	-	-
1.5646 % sterling index linked bond due 2044	313	308	-	-
1.1565 % sterling index linked bond due 2043	62	61	-	-
1.1795 % sterling index linked bond due 2041	76	75	-	-
1.2219 % sterling index linked bond due 2040	307	302	-	-
1.2025 % sterling index linked bond due 2039	83	82	-	-
4.6535 % sterling bond due 2038	100	100	-	-
1.375 % sterling index linked bond due 2037	5,789	5,717	-	-
4.75 % sterling bond due 2035	1,235	1,234	-	-
1.6492 % sterling index linked bond due 2035	467	459	-	-
4.375 % sterling bond due 2030	872	872	-	-
1.75 % sterling index linked bond due 2027	5,599	5,548	-	-
4.615 % Norwegian krone bond due 2026*	49	47	-	-
4.57 % Norwegian krone bond due 2026*	14	13	-	-
1.9618 % sterling index linked bond due 2025	395	389	-	-
4.75 % sterling bond due 2024	745	743	-	-
3 % sterling bond due 2023	399	399	-	-
2.76 % Swiss franc bond due 2021	231	251	-	-
2.315 % Japanese yen bond due 2021*	66	77	-	-
2.28 % Japanese yen bond due 2021*	66	77	-	-
2.15 % Japanese yen bond due 2021*	66	77	-	-
4.625 % sterling bond due 2020	-	1,000	-	-
	23,874	24,686	-	-

\* Bonds treated as fair value through profit and loss.

All other bonds are shown net of unamortised discount and fees.

Under IFRS 13, bonds are classified as Level 2.

Bank loans are analysed as follows:

	2021 Group £m	2020 Group £m	2021 Company £m	2020 Company £m
Index-linked European Investment Bank due 2036 (£251m) and 2037 (£249m)	522	514	-	-
	522	514	-	-

At 31 March 2021 and 2020 the group had the following undrawn committed borrowing facilities at nominal value:

	2021 Drawn £m	2021 Undrawn £m	2021 Total £m	2020 Drawn £m	2020 Undrawn £m	2020 Total £m
Department for Transport loan facility	30,439	1,420	31,859	29,439	2,420	31,859
Department for Transport collateral facility	260	140	400	410	390	800
	30,699	1,560	32,259	29,849	2,810	32,659

Undrawn committed facilities expire as follows:

	2021 Group £m	2020 Group £m
Within one year	-	-
Within two to five years	1,420	2,420
After five years	140	390
	<b>1,560</b>	<b>2,810</b>

On 4 July 2014, the Secretary of State for Transport provided the group with a loan facility of £30,875m expiring on 31 March 2019. Following the asset divestment programme, the loan facility was reduced to £29,909m which had been fully drawn as at 31 March 2019. On 28 March 2019, a new facility was signed which became available for drawing on 1 April 2019 (the '2019 facility'). The 2019 facility has a drawdown limit of £32,329m. Following the CVL disposal, this facility was reduced to £31,859m. In addition, the Secretary of State for Transport has provided unlimited financial indemnity in respect of borrowings under the Debt Issuance Programme which expires in 2052.

## 20. Derivative financial instruments

	2021 Group		2020 Group	
	Fair value £m	Notional amounts £m	Fair value £m	Notional amounts £m
<b>Derivative financial instrument assets</b>				
<b>Cash flow hedges</b>				
Cross-currency swaps to hedge debt issued under the Debt Issuance Programme	109	128	138	128
<b>Fair value hedges</b>				
Cross-currency swaps to hedge debt issued under the Debt Issuance Programme	-	-	-	-
<b>Non-hedge accounted derivatives</b>				
Cross-currency swaps to hedge debt issued under the Debt Issuance Programme	67	198	98	198
Interest rate swaps	211	9,140	245	10,670
Forward foreign exchange contracts	-	-	3	1
	<b>387</b>	<b>9,466</b>	<b>484</b>	<b>10,997</b>
Included in non-current assets	191	6,716	474	9,396
Included in current assets	196	2,750	10	1,601
	<b>387</b>	<b>9,466</b>	<b>484</b>	<b>10,997</b>
<b>Derivative financial instrument liabilities</b>				
<b>Cash flow hedges</b>				
Interest rate swaps	(6)	130	(11)	130
Forward starting interest rate swaps	-	-	-	-
<b>Non-hedge accounted derivatives</b>				
Interest rate swaps to hedge debt issued under the Debt Issuance Programme	(640)	9,140	(883)	12,380
Forward foreign exchange contracts	(2)	4	(1)	22
	<b>(648)</b>	<b>9,274</b>	<b>(895)</b>	<b>12,532</b>
Included in current liabilities	(83)	2,614	(48)	3,189
Included in non-current liabilities	(565)	6,660	(847)	9,344
	<b>(648)</b>	<b>9,274</b>	<b>(895)</b>	<b>12,533</b>

See Note 25: Funding and financial risk management for further details on the risk management strategy. Notional amounts above reflect the contractual value relating to the principal instrument (e.g. bond) to which the derivative relates.

## 21. Provisions

	Restructuring £m	Legal £m	Commercial and other claims £m	Total £m
<b>At 1 April 2020</b>	<b>5</b>	<b>21</b>	<b>54</b>	<b>80</b>
Charge for the year	5	12	31	48
Utilised in the year	(5)	(3)	(6)	(14)
Release for the year	-	(7)	(12)	(19)
<b>At 31 March 2021</b>	<b>5</b>	<b>23</b>	<b>67</b>	<b>95</b>

The group has also provided against a number of claims arising from interpretations of legal contracts or past events for which settlement is expected to be achieved in the next year, but could be deferred to future years depending on the legal interpretation of rights and responsibilities under the contracts as well as commercial negotiation.

Provisions are measured at the directors' best estimate of the expenditure required to settle the obligation at the balance sheet date. The nature of these claims means that there is some uncertainty with regard to the value that they will be settled at. If the outcomes of the claims are different to the assumptions underpinning the directors' best estimates then a further liability may arise.

### Contingent liabilities

The group's lawyers have advised that detailed disclosure regarding the nature and amount of contingent liabilities, beyond that disclosed here, could be expected to prejudice the position of the group. The general nature of contingent liabilities are development indemnities and warranties.

## 22. Deferred tax

The following are the deferred tax liabilities and assets recognised by the group and movement thereon during the current and prior year.

Group	Accelerated tax depreciation £m	Unrealised Gain on Investment Property £m	Revaluation of railway network £m	Short-term timing differences including retirement benefit obligations £m	Derivatives £m	Tax losses £m	Total £m
<b>At 31 March 2019</b>	<b>2,528</b>	-	<b>596</b>	<b>(92)</b>	<b>(28)</b>	-	<b>3,004</b>
Charge/(credit) to income	157	3	-	(33)	6	1	134
Charge/(credit) to other comprehensive income	-	-	(50)	141	46	-	137
Impact of rate change on deferred tax asset (income)	299	-	-	(31)	(3)	-	265
Impact of rate change on deferred tax asset (equity)	-	-	70	20	(1)	-	89
Transfer between reserves	-	-	(12)	12	-	-	-
Utilisation of losses previously derecognised	-	-	-	-	-	(1)	(1)
Derecognition of deferred tax asset (income)	-	(3)	-	-	-	-	(3)
Derecognition of deferred tax asset (equity)	-	-	-	-	(45)	-	(45)
<b>At 31 March 2020</b>	<b>2,984</b>	-	<b>604</b>	<b>17</b>	<b>(25)</b>	-	<b>3,580</b>
Charge/(credit) to income	287	(4)	(2)	(53)	-	114	342
Charge/(credit) to other comprehensive income	-	-	(344)	(118)	29	-	(433)
Transfer between reserves	-	-	(6)	6	-	-	-
Utilisation of losses previously derecognised	-	-	-	-	-	(77)	(77)
Utilisation of ACT	-	-	-	-	-	(37)	(37)
De-recognition of deferred tax asset (income)	-	4	-	-	-	-	4
De-recognition of deferred tax asset (equity)	-	-	-	-	(29)	-	(29)
<b>At 31 March 2021</b>	<b>3,271</b>	-	<b>252</b>	<b>(148)</b>	<b>(25)</b>	-	<b>3,350</b>

Certain deferred tax assets and liabilities have been offset. The following is the analysis of the gross deferred tax balances:

	2021 £m	2020 £m
Deferred tax liabilities	3,523	3,605
Deferred tax assets	(173)	(25)
	<b>3,350</b>	<b>3,580</b>

Under IAS 12 deferred tax assets can only be recognised where it is probable that taxable profits will be available against which the deferred tax asset can be utilised. Note 10 includes further discussion around the recognition of deferred tax assets. The deferred tax asset on tax losses of £2,736m (2020 £3,142m) has therefore not been recognised. The deferred tax asset for surplus ACT of £36.9m (2020 £36.9m) was fully utilised in this financial year.

Additionally, whilst taxable income does not exceed allowable deductions in the year, Network Rail claims only the capital allowances sufficient to make the necessary claims for group relief and available tax credits.

## 23. Notes to the statement of cash flows

	2021 Group £m	2020 Group £m	2021 Group £m	2020 Company £m
Profit/(Loss) before tax	1,613	375	-	-
Adjustments for:				
Property revaluation movements and profits on disposal	5	(3)	-	-
Fair value gain on derivatives and debt	(176)	(213)	-	-
Net interest expense	1,741	2,163	-	-
Depreciation of the rail network and leases under IFRS 16	2,094	2,022	-	-
Amortisation of grants	(137)	(169)	-	-
Amortisation of intangible assets	1	1	-	-
Movement in retirement benefit obligations	164	188	-	-
Increase in provisions	15	16	-	-
<b>Operating cash flows before movements in working capital</b>	<b>5,320</b>	<b>4,380</b>	-	-
Increase in inventories	(24)	(36)	-	-
(Decrease)/Increase in receivables	60	(98)	-	-
Increase in payables	104	677	-	-
<b>Cash generated from operations</b>	<b>5,460</b>	<b>4,923</b>	-	-

### Cash and cash equivalents

Cash and cash equivalents (which are represented as a single class of assets on the face of the balance sheet) comprise cash at bank, collateral and commercial paper, all of which are on call with the exception of short-term deposits. There were £576m (excluding offsetting clearing accounts) of short-term deposits with the government banking scheme ("GBS") held as at 31 March 2021 (2020: £524m).

## 24. Leases

### Group as a lessee

Property lease payments largely represent rentals payable by the group for certain of its office properties. In addition rentals are paid for land adjacent to the railway required for maintenance and renewal activities. Non-property leases include the group's vehicles, on track machines and wagons that are leased.

The movement in the period for the lease liability is reconciled as follows:

	Property leases £m	Non property leases £m	Total £m
<b>Balance recognised on transition at 1 April 2019</b>	248	162	410
New leases entered into in the period	39	64	103
Leases renewed in the period	-	-	-
Interest charged in the period	9	6	15
Payments in the period	(66)	(51)	(117)
<b>Lease liability at 31 March 2020</b>	<b>230</b>	<b>181</b>	<b>411</b>
New leases entered into in the period	23	57	80
Leases renewed in the period	-	-	-
Change in assumptions	(5)	(4)	(9)
Interest charged in the period	5	6	11
Payments in the period	(48)	(59)	(107)
<b>Lease liability at 31 March 2021</b>	<b>205</b>	<b>181</b>	<b>386</b>

The lease liabilities are split between the current and non-current liabilities as shown below:

	2021 £m	2020 £m
Current lease liabilities	107	92
Non-current lease liabilities	279	319
<b>Total lease liabilities</b>	<b>386</b>	<b>411</b>

The movement in the period for the ROU assets is reconciled as follows:

	Property leases £m	Non property leases £m	Total £m
<b>Balance recognised on transition at 1 April 2019</b>	<b>248</b>	<b>162</b>	<b>410</b>
New leases entered into in the period	39	64	103
Leases renewed in the period	-	-	-
Depreciation charged in the period	(41)	(44)	(85)
<b>Right of use asset at 31 March 2020</b>	<b>246</b>	<b>182</b>	<b>428</b>
New leases entered into in the period	23	57	80
Change in assumptions	(19)	(6)	(25)
Depreciation charged in the period	(46)	(56)	(102)
<b>Right of use asset at 31 March 2021</b>	<b>204</b>	<b>177</b>	<b>381</b>

Expenses relating to short-term lease (included in net operating costs) were £2m. The total cash outflow for leases during the year was £109m.

The following table details the group's remaining contractual maturity for its financial liabilities. See note 25 for details of how liquidity risk is managed across the group.

Group	Within 1 year £m	1-2 years £m	2-5 years £m	5+ years £m	Total £m
Lease liabilities	113	91	131	114	449

### Group as a lessor

Minimum lease payments receivable on leases where the group is lessor are as follows:

Group	Within 1 year £m	1-2 years £m	2-5 years £m	5+ years £m	Total £m
Minimum lease payments receivable	426	342	685	2,027	3,480

## 25. Funding and financial risk management

### Introduction

The group's funding requirement is met by the Department for Transport via a loan facility and grants. Previously, the group was almost entirely debt financed. Of the total £54.8bn borrowings, £24.4bn debt has been issued through the special purpose financing company Network Rail Infrastructure Finance PLC, which is not a member of the Network Rail Limited group, but is treated as a subsidiary for accounting purposes. This debt has been issued by Network Rail Infrastructure Finance PLC under the Debt Issuance Programme which is rated AA by Standard and Poor's, Aa3 (outlook stable) by Moody's and AA- (outlook negative) by Fitch. The Debt Issuance Programme is supported by a financial indemnity from the Secretary of State for Transport which expires in 2052. The remaining £30.4bn was issued to Network Rail Infrastructure Limited through the Department of Transport (refer to Reclassification of Network Rail below).

Debt has been issued in a number of currencies and a range of maturities which gives rise to interest rate, foreign currency and inflation risk. Financial risk management aims to mitigate these risks.

### Reclassification of Network Rail

In December 2013, the Office for National Statistics announced the reclassification of Network Rail as a Central Government Body in the UK National Accounts and Public Sector Finances with effect from 1 September 2014. This is a statistical change driven by guidance in the European System of National Accounts 2010 (ESA10).

As part of Network Rail's formal reclassification to the public sector, an arrangement was agreed whereby funding would be provided by the DfT in the form of a loan made directly to Network Rail Infrastructure Limited, to fund the continuing programme of long-term investment in the national rail network. Network Rail Infrastructure Finance PLC does not anticipate issuing further bonds in the foreseeable future and its debt service obligations would be met through repayments of the intercompany loan by Network Rail Infrastructure Limited.

All of the outstanding bonds under the Debt Issuance Programme, including nominal and index-linked benchmarks and private placements in all currencies, will continue to benefit from the direct and explicit guarantee from the UK Government under the Financial Indemnity Mechanism. In the unlikely event that the DfT withdraws or breaches its obligations on the loan facility to Network Rail the group may issue further bonds or commercial paper to meet funding requirements.

### Summary table of financial assets and liabilities

The following table presents the carrying amounts and the fair values of the group's financial assets and liabilities at 31 March 2021 and 31 March 2020.

The fair values of the financial assets and liabilities are recorded at the amount at which the instrument could be exchanged in a current transaction between willing parties, other than in a forced or liquidation sale. The following methods and assumptions were used to estimate the fair values where balances were not already held at fair value (see Accounting policies in Note 2):

- Bank loans – based on market data at the balance sheet date and the net present value of discounted cash flows
- Bonds issued under the Debt Issuance Programme – based on market data at the balance sheet date. Where market data is not available valuations have been obtained from dealing banks.

For cash and cash equivalents, finance lease receivables, trade and other payables and trade and other receivables, fair value equates to carrying value.

Group		2021		2020	
		Carrying value £m	Fair value £m	Carrying value £m	Fair value £m (restated)
<b>Financial assets</b>					
Cash and cash equivalents		522	522	430	430
Other non-derivative financial assets					
Trade and other receivables (less prepayments and accrued income and other taxation and social security)		799	799	961	961
Collateral receivable		369	369	534	534
<b>Derivatives</b>					
Derivatives designated as cash flow hedging instruments		109	109	138	138
Other derivatives as fair value through profit and loss		278	278	346	346
<b>Total financial assets</b>		<b>2,077</b>	<b>2,077</b>	<b>2,409</b>	<b>2,409</b>
<b>Financial liabilities</b>					
Financial liabilities held at amortised cost					
Bank loans		(522)	(864)	(514)	(900)
Bonds issued under the Debt Issuance Programme		(23,613)	(40,310)	(24,395)	(40,860)
Borrowings issued by Department for Transport		(30,683)	(30,971)	(29,834)	(30,374)
Collateral payable		(105)	(105)	(120)	(120)
Trade and other payables at amortised cost (less deferred income)		(2,274)	(2,274)	(2,443)	(2,443)
Financial liabilities designated as fair value through profit and loss					
Bonds issued under the Debt Issuance Programme		(261)	(261)	(291)	(291)
<b>Derivatives</b>					
Derivatives designated as cash flow hedging instruments		(6)	(6)	(11)	(11)
Other derivatives as fair value through profit and loss		(642)	(642)	(884)	(884)
<b>Total financial liabilities</b>		<b>(58,106)</b>	<b>(75,433)</b>	<b>(58,492)</b>	<b>(75,883)</b>

Fair values disclosed for index-linked bonds as at 31 March 2020 are based on a refined analysis from the published position for comparability. As shown in the above table, the bonds issued under the Debt Issuance Programme have fair values significantly in excess of their carrying values. These differences are not reflected in the Balance Sheet since the majority of these instruments (See Note 19) were not designated at FVPL on initial recognition and hence are accounted for at amortised cost under IFRS 9. The size of the difference is driven by the overall decrease in market debt yield rates since the inception of these instruments; debt terms in a higher yield environment resulting in a settlement at par would now attract a premium, assuming no other changes to the instrument or wider environment.

#### Derivatives

The group (including the group's special purpose financing company, Network Rail Infrastructure Finance PLC) uses derivative financial instruments to reduce exposure to foreign exchange risk and interest rate movements. The group does not use derivative financial instruments for speculative purposes. Certain derivatives are designated as hedges, and those derivatives that are not hedge accounted are fair valued immediately through the income statement. The group has a comprehensive risk management process.

The board, through a treasury sub-committee (the treasury committee), has approved and monitors the risk management processes, including documented treasury policies, counterparty limits, controlling and reporting structures.

The use of derivative instruments can give rise to credit and market risk. Market risk is the possibility that future changes in foreign exchange rates and interest rates may make a derivative more or less valuable. Since the group uses derivatives for risk management, market risk relating to derivative instruments will principally be offset by changes in the valuation of the underlying assets, liabilities or transactions being hedged.

#### Credit risk

Network Rail manages its funds with banks that have high credit ratings; assigned by international credit-rating agencies.

The treasury committee authorises the policy for setting counterparty limits based on credit ratings. The group spreads its exposure over a number of counterparties and has strict policies on how much exposure can be assigned to each of the counterparties. Surplus liquidity is invested in the Government Banking Scheme which has low credit risk.

For debt designated as fair value through profit and loss (FVTPL) there has been no change in carrying value as a result of changes in the group's credit risk. The gain in the income statement arising from the remeasurement of FVTPL debt items of £30m (2020: loss of £4m) are all attributable to changes in market risk.

The credit risk with regard to all classes of derivative financial instruments entered into before 1 January 2013 is limited because Network Rail has arrangements in place which limit each bank to a threshold (based on credit ratings), which if breached requires the bank to post collateral in cash or eligible securities. The members of the banking group are required to post collateral on positive mark to market swaps above the threshold. In December 2012 the group entered into new collateral agreements in respect of derivative trades entered into after 1 January 2013. Under the terms of the new agreements Network Rail posts collateral on adverse net derivative positions with its counterparties. The new agreements do not contain a provision for thresholds; as such Network Rail or its counterparties are required to post collateral for the full fair value of net out of the money positions. At 31 March 2021 the fair value of collateral held was £105m (2020: £120m). The group is the beneficial owner of this collateral. The group is free to invest or otherwise utilise the collateral at its discretion, subject to acting within the authority sanctioned by the treasury committee. The balance of collateral posted by the group at 31 March 2021 was £369m (2020: £534m).

The group does not have any significant credit risk exposure to any single counterparty and has considered the creditworthiness of debtors. For further detail on the creditworthiness of customers and suppliers, see Notes 17 (Trade and other receivables) and 18 (Trade and other payables).

The group considers its maximum exposure to credit risk to be the sum of its financial assets, as set out in Note 17.

#### Foreign exchange risk

Network Rail is exposed to currency risks from its investing, financing and operating activities. Foreign exchange risk for all currencies is managed by the use of forward exchange contracts and currency swaps to limit the effects of movements in exchange rates on foreign currency denominated liabilities.

The group considers a ten percentage point increase in the value of any currency against sterling to be a reasonably possible change and this would not have a material impact on the group's net profit before tax or equity.

#### Interest rate and inflation risk

The group is exposed to changes in interest rates as funds are borrowed at both fixed and floating interest rates. The hedging strategy approved by the treasury committee defines the appropriate mix between fixed and floating borrowings. Cross-currency and interest rate swap contracts are used to manage the fixed/floating ratio.

Debt with a carrying value of £18,410m (2020: £23,320m) is arranged at or swapped into fixed interest rates and exposes the group to fair value interest rate risk. Other borrowings were arranged at or swapped into floating rates, thus exposing the group to cash flow interest rate risk. They have arranged or swapped other borrowings into floating rates (£198m), thus exposing the group to cash flow interest rate risk.

The group has certain debt issuances which are index-linked and so are exposed to movements in inflation rates. The group does not enter into any derivative arrangements to hedge its exposure to inflation in relation to its index-linked debt, but rather to mitigate the effects of inflation on the group's retail price index-linked revenue streams.

#### Sensitivity analysis

This sensitivity analysis has been determined based on the exposure to interest rates and inflation for both derivative and non-derivative financial instruments at the balance sheet date. A one per cent increase or decrease represents management's assessment of the reasonably possible changes in average interest rates and inflation.

	Group 31 March 2021		Group 31 March 2020	
	Impact on the income statement £m	Impact on equity £m	Impact on the income statement £m	Impact on equity £m
1 % increase in the interest rate	213	3	344	3
1 % increase in the GBP RPI on index linked bonds	(186)	-	(185)	-

A one per cent decrease in the above rates would have an equal and opposite effect.

Interest rate sensitivities have been calculated by comparing the average rates of the derivative financial instruments to the market rate for similar instruments.

The impact of a change in GBP RPI has been calculated by applying a change of one per cent to the RPI at the balance sheet date to the carrying value of the index linked bonds.

### Liquidity risk management

The ultimate responsibility for liquidity risk management rests with the board of directors. The policy manual ratified by the treasury committee includes an appropriate liquidity risk management framework covering the group's short, medium and long-term funding and liquidity management requirements. The Treasury funding is subject to regular internal audits. Treasury provides sufficient liquidity to meet the group's needs, while reducing financial risks and prudently maximising interest receivable and minimising credit risk on surplus cash.

The group manages liquidity risk by maintaining sufficient cash and facilities to cover at least one year's working capital requirement by continuously monitoring forecast and actual cash flows. Included in Note 19 is a description of additional undrawn facilities that the group has at its disposal to further reduce liquidity risk.

The following table details the group's remaining contractual maturity for its financial liabilities. The table has been drawn up on the undiscounted cash flows of financial liabilities based on the earliest date on which the group can be required to pay and, therefore, differs from both the carrying value and the fair value. The table includes both interest and principal cash flows.

Group	Within 1 year £m	1-2 years £m	2-5 years £m	5+ years £m	Total £m
<b>31 March 2021</b>					
<b>Non-derivative financial liabilities</b>					
Bank loans and overdrafts	(6)	(6)	(18)	(591)	(621)
<b>Bonds issued under the Debt Issuance Programme</b>					
– Sterling denominated bonds	(150)	(150)	(1,505)	(3,068)	(4,873)
– Sterling denominated index-linked bonds	(275)	(279)	(1,288)	(27,811)	(29,653)
– Foreign currency denominated bonds	(441)	(3)	(8)	(57)	(509)
Loan from the Department for Transport	(7,834)	(3,123)	(20,642)	(508)	(32,107)
Trade and other payables	(1,363)	(56)	-	-	(1,419)
<b>Derivative financial liabilities</b>					
Net settled derivative contracts	(177)	(120)	(126)	(14)	(437)
Gross settled derivative contracts – receipts	712	29	88	29	858
Gross settled derivative contracts – payments	(1)	-	-	(1)	(2)
	<b>(9,535)</b>	<b>(3,708)</b>	<b>(23,499)</b>	<b>(32,021)</b>	<b>(68,763)</b>
 <b>Group</b>					
<b>31 March 2020</b>					
<b>Non-derivative financial liabilities</b>					
Bank loans and overdrafts	-	-	(1)	(522)	(523)
<b>Bonds issued under the Debt Issuance Programme</b>					
– Sterling denominated bonds	(1,196)	(150)	(1,552)	(3,171)	(6,069)
– Sterling denominated index-linked bonds	(276)	(284)	(900)	(34,900)	(36,360)
– Foreign currency denominated bonds	(14)	(453)	(8)	(62)	(537)
Loan from the Department for Transport	(10,410)	(7,988)	(11,383)	(1,239)	(31,020)
Trade and other payables	(1,431)	(77)	-	-	(1,508)
Lease liabilities	-	-	-	-	-
<b>Derivative financial liabilities</b>					
Net settled derivative contracts	(189)	(113)	(149)	(34)	(485)
Gross settled derivative contracts – receipts	14	453	8	62	537
Gross settled derivative contracts – payments	(3)	(276)	(3)	(58)	(340)
	<b>(13,505)</b>	<b>(8,888)</b>	<b>(13,988)</b>	<b>(39,924)</b>	<b>(76,305)</b>

## Offsetting financial assets and liabilities

### Financial assets

The following financial assets are subject to offsetting, enforceable master netting arrangements and similar agreements. The balances have not been presented on a net basis in the financial statements.

Group	Gross amounts of recognised financial assets £m	Gross amounts of recognised financial liabilities set off in the balance sheet £m	Net amount of financial assets presented in the balance sheet £m	Related amounts not set off in the balance sheet		Net amount £m
				Financial instruments £m	Cash collateral received £m	
<b>31 March 2021</b>						
Derivative financial assets	387	-	387	(283)	235	339
<b>31 March 2020</b>						
Derivative financial assets	484	-	484	(369)	439	554

### Financial liabilities

The following financial liabilities are subject to offsetting, enforceable master netting arrangements and similar agreements. The balances have not been presented on a net basis in the financial statements.

Group	Gross amounts of recognised financial liabilities £m	Gross amounts of recognised financial assets set off in the balance sheet £m	Net amount of financial liabilities presented in the balance sheet £m	Related amounts not set off in the balance sheet		Net amount £m
				Financial instruments £m	Cash collateral paid £m	
<b>31 March 2021</b>						
Derivative financial liabilities	(648)	-	(648)	283	28	(337)
<b>31 March 2020</b>						
Derivative financial liabilities	(895)	-	(895)	369	(24)	(550)

### Cash flow hedges

Contractual payments on derivatives designated as cash flow hedges impact the income statement and will all have matured by 2027.

### Borrowings

Details of the group's undrawn committed facilities and types of debt instrument used can be found in Note 19.

### Fair value measurements recognised in the balance sheets

The following table provides an analysis of financial instruments that are measured subsequent to initial recognition at fair value, grouped into Levels 1 to 3 based on the degree to which the fair value is observable:

- Level 1 fair value measurements are those derived from quoted prices (unadjusted) in active markets for identical assets or liabilities
- Level 2 fair value measurements are those derived from inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly (i.e. as prices) or indirectly (i.e. derived from prices).
- Level 3 fair value measurements are those derived from valuation techniques that include inputs for the asset or liability that are not based on observable market data (unobservable inputs).

	2021			
	Level 1 £m	Level 2 £m	Level 3 £m	Total £m
Derivative financial assets	-	387	-	387
<b>Assets</b>	-	<b>387</b>	-	<b>387</b>
Derivative financial liabilities	-	(648)	-	(648)
Financial liabilities designated at fair value through profit and loss	-	(261)	-	(261)
<b>Liabilities</b>	-	<b>(909)</b>	-	<b>(909)</b>
<b>Total</b>	-	<b>(522)</b>	-	<b>(522)</b>

	2020			
	Level 1 £m	Level 2 £m	Level 3 £m	Total £m
Derivative financial assets	-	484	-	484
<b>Assets</b>	<b>-</b>	<b>484</b>	<b>-</b>	<b>484</b>
Derivative financial liabilities	-	(895)	-	(895)
Financial liabilities designated at fair value through profit and loss	-	(291)	-	(291)
<b>Liabilities</b>	<b>-</b>	<b>(1,186)</b>	<b>-</b>	<b>(1,186)</b>
<b>Total</b>	<b>-</b>	<b>(702)</b>	<b>-</b>	<b>(702)</b>

The fair value of level 2 derivatives is estimated by discounting the future contractual cash flows using appropriate yield curves based on quoted market rates as at the current financial year end.

A review of the categorisation of the assets and liabilities into the three levels is made at each reporting date. There were no transfers between Level 1 and Level 2 fair value measurements and no transfers into or out of Level 3 fair value measurements in the current or prior years.

## 26. Retirement benefit schemes

### Defined contribution schemes

On 1 April 2004 the company introduced a defined contribution pension scheme, the Network Rail Defined Contribution Pension Scheme (NRDCPS). These schemes are offered to all new employees of Network Rail, except those who have the legal right to join the Railway Pension Scheme (RPS). Any employee who wishes to transfer from the Network Rail Section of the RPS to the NRDCPS is entitled to do so.

At 31 March 2021, the NRDCPS had 14,082 active members (2020: 14,185) and the average employer contribution rate in the year was 4 per cent (2020: 4.1 per cent).

The estimated amounts of contributions expected to be paid by the company to the schemes during the year ended 31 March 2022 are £21m.

### Defined benefit schemes

The principal pension scheme in which the company participates is the Railway Pension Scheme (RPS), which was established by statutory instrument, commenced on 1 October 1994 and is a funded defined benefit arrangement. The assets and liabilities under the predecessor scheme, the British Rail Pension Scheme (BRPS), were transferred to the RPS on that date. The RPS is an industry-wide scheme for all eligible employees within the railway industry. There are different sections within it for different employers. The assets and liabilities of each section are identified separately from those of the other sections. The company has its own section, the Network Rail Shared Cost Section (the Network Rail Section). This scheme, the assets of which are held separately from the company, is contributory and provides pensions related to pay at retirement.

The assets transferred to the RPS from the BRPS on 1 October 1994 were apportioned among the various sections of the RPS in accordance with the methods and assumptions specified in The Railways Pensions (Transfer and Miscellaneous Provisions) Order 1994 (the 'Transfer Order') which effected the transfer. The amount credited to the Network Rail Section included a share of the surplus at that time.

Since 1 April 2004, new members can only join the Network Rail Section of the RPS after completing five years of service. Benefits for existing members and employees joining up to and including 31 March 2004 were not affected by the revised eligibility rules of the Network Rail Section. In addition, the company announced its decision to cap its contribution to British Railways Additional Superannuation Scheme (BRASS) matching at current levels for existing employees and to dispense with matching for new employees. The company will continue to match regular contributions but will not increase them in cash terms in the future.

On 1 November 2008 Network Rail launched a third pension scheme – the Career Average Revalued Earnings (CARE) scheme, which is available to all employees.

Qualified actuaries Willis Towers Watson have valued the schemes on an IAS 19 (revised) basis at 31 March 2021 and 31 March 2020.

The contributions required to fund the RPS and the CARE scheme are reassessed every three years, following completion of actuarial valuations (by the Scheme Actuaries). The last full actuarial valuation of both schemes was undertaken by the scheme actuary, Willis Towers Watson, as at 31st December 2019. The triennial valuation showed a technical funding surplus of £1,065m.

Under the terms of the Pensions Act 2004, the Trustee and each employer must agree the methods and assumptions used to calculate the 'Technical Provisions', i.e. assets required to meet the Section's liabilities. The assumptions agreed are typically weaker than those used for IAS 19 purposes in current market conditions, so the minimum funding requirement in itself requires no further adjustment to the IAS 19 obligations below. However, the regulatory regime may, depending on legal advice received at the appropriate time, mean that a future employer's accounting surplus would need to be restricted.

The RPS and CARE schemes are both shared cost in nature, so the cost of benefits being earned and the cost of funding any shortfall in the schemes are normally split in the proportion 60:40 between the company and the members. In practice the contributions are adjusted at each triennial valuation to reflect the funding position of the schemes at that time.

The estimated amounts of contributions expected to be paid by the company and members to the schemes during the year ended 31 March 2022 are £132m and £85m respectively. If a surplus or deficit arises, the provisions in the rules mean that the company and members benefit from or pay for this respectively in the proportion 60:40.

	2021 %	2020 %
<b>Key assumptions used:</b>		
Discount rate	2.1	2.2
Expected rate of price inflation and CARE benefit increases (RPI measure)	3.2	2.5
Future earnings increases*		
- after changes to benefits from 1 April 2016	3.2	2.5
Pension increases (CPI measure)	2.8	1.8

\* Excluding promotional salary scale. Promotional salary scale increases apply only in respect of service after the date of promotion.

	2021	2020		
	Males	Females	Males	Females
Average life expectancy for mortality tables used to determine defined benefit obligations:				
- Member aged 65	21.1	23	21.1	22.7
- Member aged 45	22.7	24.9	22.8	24.6

For Network Rail Section of the RPS the discounted mean term of the defined benefit obligation is 21 years, for the CARE scheme it is 37 years.

Amounts recognised in income in respect of the company's pension arrangement are as follows:

	2021 £m	2020 £m
Current service cost – defined contribution (see note 6)	24	23
Current service cost – defined benefit (see note 6)	266	283
Interest cost	44	58
	<b>334</b>	<b>364</b>

The current service cost has been included in employee costs, the net interest scheme deficit has been included in finance costs.

Amounts recognised in the statement of comprehensive income in respect of the company's pension arrangement are as follows:

	2021 £m	2020 £m
Gain on defined benefit obligation due to experience	(48)	(33)
Loss / (gain) on defined benefit obligation due to assumption changes	1,566	(752)
Return on plan assets (greater) / less than discount rate	(897)	43
<b>Actuarial loss / (gain) recognised in the statement of comprehensive income</b>	<b>621</b>	<b>(742)</b>

The cumulative amount of actuarial losses recognised in other comprehensive income was £1,398m (2020: £777m). In the year the discount rate went down by 0.1 % and the RPI assumption increased by 0.7 %. These factors combined have had a significant impact on the defined benefit obligation leading to the £1,566m loss noted above arising from assumption changes. The other movements reduce that loss to £621m which is recorded in the statement of comprehensive income.

The amount included in the balance sheet arising from the company's obligations in respect of its defined benefit schemes is as follows:

	2021 £m	2020 £m
The defined benefit obligation is made up as follows:		
Active members	(7,701)	(5,915)
Deferred pensioner member	(1,752)	(1,358)
Retired members	(3,917)	(3,128)
Present value of defined benefit obligation	(13,370)	(10,401)
Fair value of scheme assets	8,537	6,951
<b>Deficit in the scheme</b>	<b>(4,833)</b>	<b>(3,450)</b>
<b>Group's share (60%) of the scheme deficit recognised in the balance sheet</b>	<b>(2,899)</b>	<b>(2,070)</b>

This amount is presented as a non-current liability in the balance sheet. Cumulative gains or losses are recognised in equity.

Movements in defined benefit plan assets and liabilities (including members' share):

	Asset* £m	Liabilities** £m	Deficit £m
<b>At 1 April 2019</b>	<b>6,912</b>	<b>(11,188)</b>	<b>(4,276)</b>
Current service cost including members' share	-	(494)	(494)
Interest on pension deficit	158	(255)	(97)
Section amendment (Past Service Costs)	-	-	-
Administration expenses	(13)	-	(13)
Return on plan assets greater than the discount rate	(73)	-	(73)
Actuarial gain arising from experience adjustments	-	57	57
Actuarial loss arising from demographic assumptions	-	351	351
Gain on DBO - financial assumption	-	902	902
Regular contributions by employer	118	-	118
Contributions by employees	75	-	75
Benefits paid	(226)	226	-
<b>At 1 April 2020</b>	<b>6,951</b>	<b>(10,401)</b>	<b>(3,450)</b>
Current service cost including members' share	-	(465)	(465)
Interest on pension deficit	152	(226)	(74)
Section amendment (Past Service Costs)	-	-	-
Administration expenses	(15)	-	(15)
Return on plan assets greater than the discount rate	1,495	-	1,495
Actuarial gain arising from experience adjustments	-	80	80
Actuarial loss arising from demographic assumptions	-	32	32
Gain on DBO - financial assumption	-	(2,642)	(2,642)
Regular contributions by employer	126	-	126
Contributions by employees	80	-	80
Benefits paid	(252)	252	-
<b>At 31 March 2021</b>	<b>8,537</b>	<b>(13,370)</b>	<b>(4,833)</b>

\* Including CARE scheme assets at 31 March 2021 of £339m (2020: £257m)

\*\* Including CARE scheme liabilities at 31 March 2021 of £909m (2020: £587m)

The actual return on scheme assets was £1,647m (2020: £85m).

### Scheme assets

The asset values disclosed below reflect Network Rail's exposure to underlying asset classes through holdings of units of the pooled funds in which the underlying assets are held. Underlying assets are managed by the pension administrator, RPMI and the control over economic benefits for Network Rail established through the unitisation of those funds. The table below has been used to illustrate the underlying assets proportional to Network Rail unit holdings in various pooled funds, and their position in the fair value hierarchy of the underlying assets.

Level 1 and 2 assets include diversified Exchange Traded Funds valued at open trading prices; the Level 3 include property, private equity and non-exchange-traded Pooled Investment Vehicles equity. Level 3 fair value measurements are those

derived from valuation techniques that include inputs for the asset or liability that are not based on observable market data (unobservable inputs) and therefore are inherently more subjective than Level 1 and Level 2 assets.

		2021			2020	
		Level 1 £m	Level 2 £m	Level 3 £m	Total £m	Total £m
<b>RPS Scheme</b>						
Pooled investment vehicles		-	39	-	39	55
Private equity and non-exchange-traded pooled investment vehicles		-	-	2,406	2,406	1,999
Cash and current assets	969	-	-	-	969	1,021
Equities	3,685	-	65	3,750	2,723	
Fixed interest securities	143	95	14	252	257	
Derivatives - Futures	7	-	-	-	7	27
Derivatives - FX contracts	-	-	-	-	-	(106)
Index linked securities	217	6	-	223	224	
UK Property	-	-	552	552	494	
<b>Total Assets RPS Scheme</b>	<b>5,021</b>	<b>140</b>	<b>3,037</b>	<b>8,198</b>	<b>6,694</b>	
<b>CARE Scheme</b>						
Growth assets				248	152	
Government bonds				35	60	
Non-Government bonds				31	26	
Property				8	8	
Other assets				17	11	
<b>Total assets CARE Scheme</b>				<b>339</b>	<b>257</b>	
<b>Total scheme assets</b>				<b>8,537</b>	<b>6,951</b>	

As a result of the economic uncertainty following measures undertaken as a result of the global pandemic, the Private equity and non-exchange traded pooled investment vehicles have required additional activity to assess their value at 31 March 2021. If the valuation was 5 % higher or lower this would decrease/ increase the retirement benefit obligations by £120m.

In 2019-20 the scheme assets included Level 3 investments of £1,999m private equity and non-exchange traded pooled investment vehicles, £42m in equities, £22m fixed interest and £494m in property. The total value of Level 3 investments accounted for 38 % of the total scheme assets held.

The group is exposed to a number of risks relating to the scheme including assumptions not being borne out in practice. The most significant risks are as follows:

#### Asset volatility

There is a risk that a fall in asset values is not matched by corresponding reduction in the value places on the defined benefit obligation scheme (DBO). The scheme holds a proportion of growth assets, which are expected to outperform corporate and government bond yields in the long term but gives exposure to volatility and risk in the short-term.

#### Change in bond yields

A decrease in corporate bond yields will increase the value placed on the scheme DBO, although this will be partially offset by an increase in the value of the scheme's corporate bond holdings.

#### Inflation risk

The majority of the scheme's DBO is linked to inflation where higher inflation will lead to higher value being placed on the DBO. Some of the scheme assets are either unaffected by inflation or loosely correlated with inflation (e.g. growth assets), meaning that an increase in inflation will generally increase the deficit. The CPI(H) assumption is derived from the RPI assumption. On 4 September 2019, the Government and UK Statistics Authority (UKSA) published correspondence relating to the future of RPI. A consultation on the proposed changes ran from March to August 2020 and a formal response to the consultation was published on 25 November 2020. Given that the UKSA have noted their intention to align RPI with CPIH from February 2030, the post-2030 market-implied RPI assumption should theoretically reflect market expectations for CPI(H). CPIH has historically been closely aligned with CPI, so it has been assumed there is a nil gap between RPI and CPI(H) from February 2030. This calculation assumes the market has not included any compensation or adjustment for the change from RPI to CPI(H) from 2030. The starting point for the RPI assumption is the yield rate curve reflecting the scheme's average duration of 22 years. The rate is then adjusted downwards to reflect the fact the fact that buyers of these instruments are prepared to pay a premium for inflation protection and as such the yield is not a true reflection of market expectations of inflation. This adjustment is consistent in 2021 and 2020. The difference between RPI and CPI(H) is 40bps (2020:70bps).

### Life expectancy

An increase in life expectancy will lead to an increased value being placed on the scheme's DBO. Future mortality rates cannot be predicted with certainty. Management's view is that it is currently too early to establish the long term impact on healthcare and mortality of the global pandemic. The average life expectancy therefore does not include any adjustment in relation to the global pandemic.

### Discount rate

The discount rate needs to be based upon yields on high quality corporate bonds at the balance sheet date. A range of bonds are included when calculating this rate. Further, extrapolation of bond yields is required where there is a lack of bonds at long duration. In the current year, the range of bonds included when calculating the discount rate has been widened, as a result of additional classification provided by Bloomberg, this year to provide a more representative population. If the prior year population of bonds had been used, the discount rate would have been 10bps lower. A discount rate of 10bps lower would have increased the scheme liabilities by around 2%.

### Actuarial assumption sensitivity

The discount rate is set by reference to market conditions at the reporting date, and can vary significantly between periods.

The earnings increases are linked to inflation and so set by reference to market conditions at the reporting date.

The mortality assumptions used are set by considering the experience of the scheme's members, and by making an allowance for possible future improvements in longevity. Mortality assumptions are difficult to set accurately and forecasting rates of future mortality improvement is inevitably speculative.

Expected future benefit payments from the Network Rail Section, based on data from the 2019 formal valuation and the 31 March 2021 IAS19 assumptions are as follows:

	£m
Benefits expected to be paid within 12 months	236
Benefits expected to be paid between 2 to 3 years	474
Benefits expected to be paid between 4 to 6 years	814
Benefits expected to be paid between 7 to 10 years	1,288
Benefits expected to be paid between 11 to 15 years	1,885
Benefits expected to be paid in over 15 years	11,635

The following table shows the effect of changes in these assumptions upon the defined benefit obligation:

	2021 £m	2020 £m
<b>Discount rate</b>		
Change in defined benefit obligation at year end from a 25 basis points increase	(721)	(547)
Change in defined benefit obligation at year end from a 25 basis points decrease	780	590
<b>Mortality</b>		
Change in defined benefit obligation from a one year increase in longevity	534	322
Change in defined benefit obligation from a one year decrease in longevity	(534)	(322)
<b>Earnings increase</b>		
Change in defined benefit obligation at year end from a 25 basis points increase	217	152
Change in defined benefit obligation at year end from a 25 basis points decrease	(209)	(147)
<b>Price inflation (CPI measure)*</b>		
Change in defined benefit obligation at year end from a 50 (2020:25) basis point increase	1,082	555
Change in defined benefit obligation at year end from a 50 (2020:25) basis point decrease	(968)	(517)

\* Including consistent increases to Retail Price Index, salary growth and Retail Price Index/ Consumer Price Index related pensions assumptions.

## 27. Related parties

The Department for Transport (DfT) and Transport Scotland (TS) are considered related parties of Network Rail. Network Rail received grant income of £6,162m from the DfT in the year ended 31 March 2021 (2020: £4,936m). Network Rail received grant income of £480m from TS for the year ended 31 March 2021 (2020: £323m). The total of this income is “Grant income” in Note 3. At 31 March 2021 the company held £30,683m of loans issued by DfT (2020: £29,834m).

The British Transport Police (BTP), with whom Network Rail has a Police Service Agreement is also a related party. Network Rail incurred £98m (2020: £92m) of costs relating to services provided by the BTP in the year ending 31 March 2021 and received £1m (2020: £1m) in property income from the BTP in the same period.

Network Rail is also a related party of High Speed 2 (HS2). At the end of the financial year Network Rail held £181m (2020: £201m) of capital work in progress relating to works on HS2 and had also received £193m (2020: £219m) of capital grants that was recorded against property, plant and equipment.

East West Rail (EWR) is also a related party of Network Rail. During the year ended 31 March 2021, Network Rail received income of £0.2m (2020: £0.3m) from EWR for the provision of feasibility studies and development activities services.

## 28. Post balance sheet events

The Williams-Shapps Plan for Rail Review and its plans to reform the rail industry were published after the balance sheet date. This proposes that, commencing in late 2023, a new public body, Great British Railways, will integrate the railways, owning the infrastructure, collecting fare revenue, running, and planning the network, and setting most fares and timetables. It is planned that Network Rail will be absorbed into the public body to bring about single, unified, and accountable leadership for the national network. At this stage it is not likely that this reform will involve the winding up of Network Rail Limited but in any event Great British Railways will assume the existing functions of Network Rail Limited as well as have a wider range of powers and functions. The transformation programme is dependent on further activities including legislation and will take time to fully deliver.

The change in corporation tax rates, to 25 % from 19 % (effective from April 2023), was substantively enacted in the Finance Bill 2021 after the balance sheet date. It is estimated that this will increase the deferred tax provision by £1.0bn and will be reflected in next year's accounts.

Aside from the above, as at the date of signing these financial statements there have not been any significant post balance sheet events, whether adjusting or non-adjusting.