

**BASIC ASSET PROTECTION AGREEMENT**  
**Relating to Outside Party Works**  
**Network Rail Infrastructure Limited (Network Rail)**  
**Waterloo General Office, London SE1 8SW**

Transport for London  
5 Endeavour Square  
London  
E20 1JN

(the **Customer**)

(For the attention of [REDACTED])

<b>Network Rail reference number: 189414 ACE426101</b>
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Dated as at the later date of signature

Dear Customer,

**Basic Asset Protection Agreement relating to Principal Bridge Inspections on Transport for London structures across Kent, Sussex and Wessex Routes**

- 1 The Customer wishes to procure the design and construction of the Project which is described in this Agreement (which "Agreement" incorporates the five Schedules annexed hereto) and which will: (a) interface with and potentially impact upon the safety or operation of the Railway during construction; and/or (b) will involve the construction of a New Structure.
- 2 The purpose of this Agreement is to protect the Railway and to facilitate the carrying out of the Works by the Customer.
- 3 The Parties acknowledge that:
  - (a) this Agreement only provides for asset protection in respect of the carrying out of the Works;
  - (b) where required by Network Rail, the Customer shall enter into further asset protection arrangements should the nature of the Project dictate; and
  - (c) where Schedule 2 states that the Project relates to the construction of a New Structure over or under the Railway, the terms of Schedule 5 shall apply.

**Obligations of the Customer**

- 4 The Customer wishes to carry out the Works and Network Rail has agreed with the Customer for the Customer to carry out the Works on the terms set out in this Agreement.
- 5 The Customer is to prepare a Programme which shall, as necessary, comply with the requirements of paragraph 18 and shall be sent by the Customer to Network Rail prior to Works commencement in sufficient time to enable Network Rail to perform the Services. As and when the Customer updates the Programme, the Customer shall promptly send a copy of the same to Network Rail.
- 6 In carrying out and completing any design in respect of the Works, the Customer shall exercise all the reasonable skill, care and diligence to be expected of a qualified, prudent and competent architect or, as the case may be, other appropriate qualified, prudent and competent designer experienced and skilled in carrying out and completing the design for works of a similar size, scope and complexity to the Project.
- 7 The Project and the Works shall be designed and carried out in accordance with all applicable laws, any Planning Permissions which may be granted for the Project (including any such Planning Permissions as may be granted for the Works), any requirements stipulated in writing by Network Rail having regard to its contractual, statutory and Network Licence obligations, any approvals or acceptances provided by Network Rail or consents obtained for the Project (including any such consents as may be obtained for the Works), and the Standards (including, without limitation, NR/L2/CIV/096 Asset Protection and Optimisation Management of Outside Party Works).
- 8 The Customer shall be responsible for carrying out and completing the Works and shall (without prejudice to any other provision of this Agreement) not damage the Railway and/or negatively impact upon the safety, structure or operation of the Railway and/or injure or negatively impact upon the safety of persons or property on or near the Railway.
- 9 Any variation to the Works which in Network Rail's opinion will fundamentally change either the nature of the Works or the impact of the Works on the Railway shall require the prior consent of Network Rail in writing (such consent not to be unreasonably withheld or delayed, provided that Network Rail shall have sole discretion in relation to safety issues affecting the Railway).
- 10 Prior to the implementation of the Works, the Customer shall take out and maintain or procure that the Customer's contractor takes out and maintains for the duration of the Works (which, for the avoidance of doubt, shall include the completion of the carrying out of any rectification of defects in any physical elements of the Works identified prior to the end of any defects liability period that may apply in respect of those Works) public liability insurance to cover any loss, cost, expense, liability, action, demand, claim or proceeding whatsoever arising under any statute or at common law in respect of personal injury or damage to any property arising as a result of the Works to the value stated in Schedule 2. Whenever reasonably requested by Network Rail, the Customer shall provide evidence by way of a broker's letter or equivalent to the reasonable satisfaction of Network Rail that public liability insurance is being maintained in accordance with the provisions of this paragraph 10 and that payment has been made in respect of all premiums due under such policy.
- 11 The Customer shall submit to Network Rail such information in relation to the Works that Network Rail reasonably requests. The Customer shall ensure that any information provided to Network Rail by the Customer is prepared and given in such a diligent and professional

manner and with such clarity and in such detail as is necessary for Network Rail to comply with its obligations in this Agreement.

- 12 The Customer and Network Rail shall liaise regularly as works progress on all safety matters arising out of the Works as they affect the Network.
- 13 For the purposes of the Works (and regardless of any action Network Rail takes pursuant to this Agreement), the Customer is the sole client under the CDM Regulations and shall fulfil all the roles and duties of such, including making the necessary declaration to the Health and Safety Executive in accordance with the CDM Regulations.
- 14 After consulting with Network Rail, the Customer shall prepare a Construction Phase Plan (as defined in the CDM Regulations) for the Works and submit it to Network Rail. Network Rail shall examine and comment to the Customer (having due regard to the Programme) on the elements of the Construction Phase Plan relating to works in or likely to affect the Railway environment. The Customer shall amend the Construction Phase Plan to take account of any comments made by Network Rail on the same and shall submit further Construction Phase Plans to Network Rail as necessary.
- 15 Where Schedule 2 states that the Customer is required to provide a form of security, then on the Commencement Date the Customer shall deliver to Network Rail the required form of security substantially in the form set out in Schedule 4 duly executed by the Surety.
- 16 Network Rail shall provide the Customer with details of the Site Constraints within a reasonable period of time to enable the Customer to carry out the Works in compliance with the same.

#### **Access and possessions**

- 17 Where it would be beneficial for the Customer to gain access to land in the control of Network Rail or which is in the freehold or leasehold ownership of Network Rail in order to carry out the Works, then prior to such access being required, the Customer may apply for and Network Rail shall grant such requests when and where it is reasonable to do so, bearing in mind the Customer's requirements and the safety and/or operational needs of the Railway.
- 18 If a possession of the Network is required to carry out the Works, Network Rail shall book such possession in accordance with its possession planning and booking system (subject to the procedures set out in the Network Code) and the Customer shall pay Network Rail all costs incurred by Network Rail in providing the possession or as a result of such possession (including, without limitation, any payments to train operators) in accordance with Schedule 3. The Programme must demonstrate that the sequencing of the Works is achievable within the available timeframe for any booked possession.
- 19 Network Rail shall have no liability to the Customer for any costs or delays occasioned by the terms of or failure to obtain or receive timely possessions. Network Rail shall give the Customer as much notice as is reasonably practicable in respect of any cancellation or alteration of any booked possession, but under no circumstances shall Network Rail have any further liability to the Customer for any cancellation or alteration of a possession.

#### **Network Rail Services**

- 20 Network Rail shall provide the Services in respect of the Works. Nothing in this Agreement shall be construed as an obligation on the part of Network Rail to provide design consultancy

services as part of the Services. The Services to be undertaken by Network Rail shall solely relate to asset protection of the Railway.

- 21 In carrying out the Services, Network Rail shall exercise the standard of reasonable skill, care and diligence to be expected of a suitably qualified and competent person engaged in carrying out or procuring the carrying out of services of a similar nature, scope and complexity to the Services but taking into account Network Rail's duties to operate, maintain and renew the Railway.
- 22 Network Rail shall at the cost of the Customer use reasonable endeavours to make available to the Customer, within a reasonable time, the data and information in Network Rail's possession (except for data and information which is confidential, commercially sensitive or already in the public domain) which the Customer reasonably requires to carry out the Works. Network Rail does not warrant the accuracy or sufficiency of data and information provided to the Customer and the Customer shall be responsible for verifying the accuracy and assessing the sufficiency of all data and information provided.
- 23 Network Rail may instruct the Customer and/or the Customer's contractors to suspend the Works at any time with immediate effect, or take any protective action, or remedy any defect to the Works if Network Rail reasonably believes, acting in its role as owner and operator of the Network, that the safety of the Railway or any person is at risk or the suspension or protective action is in the best interests of the operation of the Railway. The Customer shall pay all costs incurred by Network Rail in taking any such action as is referred to in this paragraph 23.

## Consents

- 24 Where Schedule 2 states that it is necessary for Network Rail to apply for certain consents before the Customer can carry out the Works or any part thereof, Network Rail will use reasonable endeavours to obtain any such consents. Network Rail cannot promise that the consents will be granted or that the conditions upon which they may be granted will be acceptable to the Customer. The Customer shall be responsible for paying all costs associated with applying for the consents and any costs or compensation payable as a consequence of the grant of the consents.
- 25 The Customer shall provide copies of statutory inspection reports and approvals, Works completion certificates and such other inspection reports, approvals and certificates as may be required by Network Rail as the Works progress.
- 26 Prior to commencing the Works (and in any event no later than 20 working days prior to commencement of the relevant part of the Works), the Customer shall:
  - (a) provide a copy of all Method Statements relating to the Works to the Network Rail Principal Contact to allow due consideration by Network Rail; and
  - (b) demonstrate to Network Rail that the design of any physical works forming part of the Works takes into account the Site Constraints and all relevant Standards.

- 27 The Customer shall not be permitted to commence any physical works forming part of the Works until Network Rail has confirmed to the Customer in writing its acceptance of the proposed Method Statements and design referred to in paragraph 26.
- 28 Any consent, acceptance, approval or sign-off by Network Rail pursuant to paragraph 27 is given solely in respect of the efficacy of asset protection of the Railway and shall not be construed as design approval or acceptance and/or confirmation that the Works will not detrimentally affect the Railway. In no circumstances shall Network Rail be classed as a designer or contractor pursuant to the CDM Regulations.
- 29 Notwithstanding any consent, approval, acceptance or sign-off of the Works (or any documentation relating thereto) by Network Rail, the obligations and liabilities of the Customer under this Agreement shall not be released, diminished or in any other way affected and nor shall any such consent, approval, acceptance or sign-off be treated as confirmation by Network Rail that the Customer has complied with those obligations and liabilities. The responsibility for the design and construction of the Project shall remain solely at the risk and cost of the Customer and Network Rail shall have no liability for such design and construction.

### **Post completion**

- 30 Where the Works involve a New Structure, then on and from completion of the Works the Customer shall, at its own cost, arrange for the regular inspection of the New Structure in accordance with all applicable regulations and procedures. A copy of each inspection report and, as appropriate, an assessment certificate shall be submitted to Network Rail on request. Network Rail may, if in its reasonable opinion the condition of the New Structure so warrants, at any time require the Customer to carry out such additional examinations or further investigations as it considers necessary at the Customer's own cost.
- 31 Where the Works involve a New Structure, the Customer shall at its own cost maintain the New Structure in a good and proper state of repair and, when necessary, repair and/or renew the New Structure to the satisfaction of Network Rail. In the event of the Customer not so maintaining, repairing or renewing the New Structure, Network Rail may carry out such works as Network Rail considers necessary at the cost of the Customer to protect the Railway. The Customer shall procure that any maintenance contractor shall comply with the Standards and such other conditions as Network Rail may impose for the protection of the Railway.

### **Invoicing and payment**

- 32 The Customer shall pay all reasonable costs incurred by Network Rail in performing the Services and any other sums due under this Agreement in accordance with paragraph 33 and paragraph 2 of Schedule 3.
- 33 The total Estimated Cost may be adjusted from time to time in accordance with this Agreement. All amounts are exclusive of Value Added Tax, which will be charged at the applicable rate. The Customer shall provide a valid purchase order or other agreed order confirmation to Network Rail for the Estimated Cost. Network Rail shall use reasonable endeavours to carry out the Services for the Estimated Cost, but the Customer shall pay all reasonable costs incurred by Network Rail in accordance with Schedule 3.
- 34 Within 10 working days after the end of each 28-day payment period, Network Rail shall submit an invoice to the Customer. The Customer shall pay each invoice in full within 20 working days from receipt of the invoice. If the Customer wishes to dispute the amount set out in an invoice, it shall notify Network Rail within 10 working days of delivery of the invoice specifying the

disputed amount and the grounds on which it claims that such amount is not due and payable. Late payment of any amount due and payable under any invoice shall carry interest from the due date to the date of payment at the rate of 2% above the Bank of England base rate from time to time. All amounts are exclusive of value added tax, which will be charged at the applicable rate

35 Not Used

## Liability

36 The maximum liability of Network Rail to the Customer arising out of or in consequence of this Agreement (whether for breach of contract, in tort, for breach of statutory duty or otherwise) shall in all circumstances be limited in aggregate to 50% of the Network Rail Costs (as defined in Schedule 3) paid by the Customer under this Agreement during the preceding 24 months, provided that such limit shall not apply in respect of any liability in respect of death or personal injury resulting from the negligence of Network Rail and/or fraud of Network Rail.

37 In no circumstances shall Network Rail or the Customer be liable to one another in respect of this Agreement for any indirect or consequential loss (including, without limitation, loss of profit) howsoever arising (without prejudice to any express payment or indemnity obligation of either Party under this Agreement). The Parties hereby agree that Possession Related Costs shall be classed as direct losses and recoverable under this Agreement pursuant to paragraph 38.

38 The Customer shall indemnify Network Rail for all losses and/or costs suffered and from all liability and claims incurred for:

- (a) death or injury to persons;
- (b) damage to property; and
- (c) any interference to the Railway,

arising from the carrying out of the Works (except to the extent the liability or claim arises due to the negligence of Network Rail).

39 The Customer shall act in good faith to Network Rail in carrying out the Works and its obligations pursuant to this Agreement. Without prejudice to the foregoing generality, where the Network and/or Network Rail's land, works and/or structures suffer physical damage, distortion and/or instability due to the carrying out of the Works, recovery of the Network and Network Rail's land, works and structures shall take priority over the Works and time shall be of the essence in making good the Network and Network Rail's land, works and structures.

40 The Customer agrees to reimburse Network Rail any additional operation, maintenance and renewals costs that may arise for Network Rail as a result of the Works.

## Termination

41 Network Rail may, by serving notice on the Customer, terminate this Agreement with immediate effect if the Customer is in material breach of any of its obligations in this

Agreement (provided that Network Rail shall first notify the Customer of any remediable breach and its intention to terminate, and shall allow the Customer a period of 20 working days to remedy such breach). Without prejudice to the foregoing, Network Rail may, by serving notice on the Customer, terminate this Agreement with immediate effect upon the re-occurrence of the same remediable breach of this Agreement by the Customer on three or more occasions (having notified the Customer that a repeat of the breach on a second or subsequent occasion may give rise to termination of this Agreement on its next occurrence). The Customer may terminate this Agreement on giving Network Rail 20 working days' notice in writing if any of the consents, acceptances or approvals required for the Works are not obtained.

- 42 Upon termination, all obligations of both Parties under this Agreement shall cease except for paragraphs, 28, 29, 30, 31, 32- 35 inclusive, 36-40 inclusive, 43, 44, 48-51 inclusive, 52-57 inclusive, 59-64 inclusive and any obligations arising as a result of any antecedent breach of this Agreement or any accrued rights.
- 43 Except where termination is due to Network Rail's default or insolvency, the Customer shall pay Network Rail for any unpaid Services as at the date of termination and the reasonable costs of removing all plant, equipment and those materials not incorporated into the Works and in reinstating or procuring the reinstatement of the Works (or such part thereof as may physically exist as at the date of termination) and the relevant part or parts of the Railway affected by the Works to the extent necessary to make the same safe and/or secure and enable Network Rail to meet its contractual, statutory and Network Licence obligations (including the reasonable cost of any contractors and compensation to third parties).
- 43A Notwithstanding any other term or condition of this Agreement, the Parties agree and acknowledge that this Agreement shall expire on 31 March 2029..
- 44 Notwithstanding the termination of this Agreement, the Customer shall ensure the Site remains safe and secure to enable Network Rail to meet its contractual, statutory and Network Licence obligations.

#### **Anti-bribery and slavery**

- 45 The Customer shall comply with all applicable anti-bribery, anti-corruption and anti-slavery legislation including the Bribery Act 2010 and the Modern Slavery Act 2015.

#### **Equality and diversity**

- 46 The Customer shall perform its obligations under this Agreement in accordance with all applicable equality legislation, including the Equality Act 2010.

#### **Freedom of information**

- 47 If either Party receives a request for the disclosure of Works Information under the Information Acts it shall comply with such request in accordance with the relevant Information Act to the extent it is obliged to do so and provided that no exemption from disclosure in the relevant Information Act applies. Prior to making such disclosure it shall give the other Party the reasonable opportunity to make representations as to why the disclosure should not be made (including but not limited to any exemptions from disclosure that may apply) and shall inform the other Party of any disclosure made. For the purpose of paragraph 43 (2) of the Freedom of Information Act 2000, the Parties acknowledge and agree that the disclosure by it of any commercially sensitive Works Information is likely to prejudice the interests of the Parties.

## Confidential Information and Data Protection

- 48 Neither Party shall disclose any confidential information save as required by any enactment, requirement of any regulatory authority or pursuant to any judicial or arbitral process, or in the case of Network Rail as required by its statutory duties or Network Licence. On termination of this Agreement, the Customer shall either destroy or, if reasonably requested to do so, return any confidential information within its possession or control that belongs to or was provided by Network Rail.
- 49 The Parties agree that, for the purposes of the Data Protection Act 2018 and the European General Data Protection Regulation (Regulation (EU) 2016/679), to the extent that it applies in the United Kingdom by virtue of the European Union (Withdrawal) Act 2018 as amended or re-enacted from time to time (together to be referred to as the UK GDPR), each Party processes personal data (as defined in the UK GDPR) as an independent data controller in its own right. Nothing in this Agreement is intended to construe either Party as the data processor of the other Party or as joint data controllers with one another with respect to Personal Data.
- 50 Each Party shall:
- (a) comply with its obligations under the UK GDPR;
  - (b) be responsible for dealing with and responding to data subject requests, enquiries or complaints it receives (including any request by a data subject to exercise their rights under UK GDPR); and
  - (c) be responsible for managing all unlawful or unauthorised processing of personal data or any personal data breach as defined by the UK GDPR of which it becomes aware in accordance with their obligations under the UK GDPR, including reporting any such Security Incident to the Information Commissioner's Office (where necessary).
- 51 Each Party warrants that in complying with UK GDPR it is not subject to any restriction which would prevent or restrict it from disclosing or transferring personal data to the other Party in accordance with the terms of this Agreement.

## General

- 52 The Customer grants to Network Rail an irrevocable, royalty-free and non-exclusive licence to copy and use the Documents for any purpose related to the Project, the Works or the Site, or the protection of the Railway in the vicinity of the Works. The benefit of the licence is assignable and the licence includes the right to grant sub-licences. The Customer shall not be liable for any use of the Documents for any purpose other than that for which the same was prepared and provided by the Customer.
- 53 Notwithstanding any other provision in this Agreement, Network Rail does not warrant the accuracy or sufficiency of data and information provided to the Customer and the Customer shall be responsible for verifying the accuracy and assessing the sufficiency for its purposes of all data and information provided.
- 54 Nothing in this Agreement shall:
- (a) limit, qualify or override or purport to limit, qualify or override any obligation, right or entitlement of Network Rail which arises by reason of any Network Licence condition, the terms and conditions of any existing access agreement or any statutory duty pursuant to the Act or any other law; or



- (b) require Network Rail to do anything which is inconsistent with any Network Licence condition, the terms and conditions of any existing access agreement or any statutory duty pursuant to the Act or any other law.
- 55 In the event of any conflict between the provisions of this Agreement and any such Network Licence condition, access agreement, statutory duty or contractual obligations:
- (a) Network Rail shall notify the Customer as soon as practicable of any such conflict of which it becomes aware; and
  - (b) the Network Licence condition, access agreement, statutory duty or contractual obligations shall prevail and (to the extent that such conflict is not resolved by the Parties agreeing to vary this Agreement) this Agreement shall be of no effect to the extent of such conflict.
- 56 To the extent any dispute arises under, out of or in connection with this Agreement and such dispute involves a construction contract within the meaning of section 104 of the Housing Grants, Construction and Regeneration Act 1996 as amended by the Local Democracy, Economic Development and Construction Act 2009 (as amended from time to time), either Party may refer such dispute to an adjudicator for adjudication in accordance with the following provisions:
- (a) the Scheme for Construction Contracts (England and Wales) Regulations 1998 as amended by the Scheme for Construction Contracts (England and Wales) Regulations 1998 (Amendment) (England) Regulations 2011 shall apply; and
  - (b) if the Parties are unable to agree on a person to act as adjudicator, the adjudicator shall be nominated at the request of either Party by the President or Vice President for the time being of TECBAR.
- 57 Notices shall be in writing and shall be duly and validly served if delivered by hand or sent by first class post or by email to the relevant postal or email address set out in Schedule 2 and, in the case of any notice issued to Network Rail, copied to the signatory of this Agreement. Any notice shall be deemed to have been received:
- (a) if sent by hand, at the time of delivery;
  - (b) if sent by first class post, two working days after posting; or
  - (c) if sent by email, at the time evidenced by the electronic message delivery receipt.
- 58 The Customer may not assign or charge its rights or interests under this Agreement without the prior consent of Network Rail.
- 59 Neither Party intends that any term of this Agreement should be enforceable, by virtue of the Contracts (Rights of Third Parties) Act 1999, by any person other than Network Rail or the Customer.
- 60 No waiver by either Party of any default or defaults by the other in the performance of any of the provisions of this Agreement shall operate or be construed as a waiver of any other or further default or defaults whether of a like or different character.
- 61 No failure or delay by either Party in exercising any right, power or privilege under this Agreement shall operate as a waiver thereof, nor shall any single or partial exercise by that

Party of any right, power or privilege preclude any further exercise thereof or the exercise of any other right, power or privilege.

- 62 This Agreement constitutes the entire agreement between the Parties and supersedes any previous agreements between the Parties relating to the subject matter of this Agreement. Both Parties acknowledge that in entering into this Agreement they are not relying upon any pre-contractual statement that is not set out in this Agreement.
- 63 This Agreement shall be governed by and construed in accordance with the laws of England and Wales. Save as expressly provided otherwise, the Parties agree that the courts of England and Wales are to have exclusive jurisdiction to settle any disputes that may arise out of or in connection with this Agreement.
- 64 If any provision of this Agreement shall be held to be illegal, invalid, void or unenforceable under the laws of any jurisdiction, the legality, validity and enforceability of the remainder of this Agreement in that jurisdiction shall not be affected, and the legality, validity and enforceability of the whole of this Agreement shall not be affected in any other jurisdiction.

Yours faithfully,

Signed:  .....

Print name: 

Duly authorised for and on behalf of **Network Rail Infrastructure Limited**

Dated:....21st.August.2025.....

We agree to the above.

Signed:..........

Print name: .....

(Duly authorised for and on behalf of **Transport for London**)

Dated: 21st August 2025.....

## Schedule 1 – Definitions and Interpretation

- 1.1 In this Agreement, the following words and expressions shall have the following meanings save where the context otherwise requires:

**Access Agreement** means an access contract or an access agreement as defined in the Act;

**Act** means the Railways Act 1993 as amended;

**Agreement** means this letter and its schedules and appendices;

**CDM Regulations** means the Construction (Design and Management) Regulations 2015;

**Commencement Date** means the date of this Agreement;

**Documents** means all bills of quantities, calculations, details, drawings, plans, reports, specifications and other documents prepared or to be prepared by or on behalf of the Customer in connection with the Works;

**Estimated Cost** means the total estimated costs, charges and expenses of providing the Services as calculated by Network Rail and set out in Schedule 2;

**Information Acts** means the Freedom of Information Act 2000 and the Environmental Information Regulations 2004;

**Method Statement** means a document prepared by the Customer that details the way a work task or process is to be completed. The method statement should outline the hazards involved and include a step-by-step guide on how to do the job safely. The method statement must also detail which control measures have been introduced to ensure the safety of anyone who is affected by the task or process;

**Network** means the railway facilities of which Network Rail or an Operator is the facility owner (as defined in section 17(6) of the Act);

**Network Code** means the code setting out the rules applying to all regulated Access Agreements;

**Network Licence** means the licence granted to Network Rail to operate the Railway pursuant to section 8 of the Act;

**Network Rail Principal Contact** means the entity identified as such in Schedule 2;

**Network Rail Standards** means a standards document (or the equivalent of such document) issued by Network Rail from time to time in relation to the Network as a whole and which applies to the performance of the Works and Services under this Agreement, as published on the website <https://standardse-networkrail.msapproxy.net/> and as these may be updated and/or amended from time to time;

**New Structure** means permanent or temporary works undertaken by the Customer to create a new structure which following completion may impact upon the safety or operation of the Railway;

**Operator** means an operator of passenger or freight trains which has entered into an Access Agreement with Network Rail;

**ORR** means the Office of Rail and Road established pursuant to section 15(1) of the Railways and Transport Safety Act 2003;

**Planning Permission** means any planning permission issued in connection with and/or affecting the Works and/or the Site which shall include without limitation any associated planning agreement and any agreements in respect of section 106 of the Town and Country Planning Act 1990, section 38 of the Highways Act 1980 and/or section 278 of the Highways Act 1980 or approval of reserved matters;

**Programme** means a programme prepared by the Customer showing key dates for the carrying out and completion of the Works;

**Project** means the project to which the Works relate as more particularly described in Schedule 2;

**Railway** means the Network and the provision of railway services as defined in section 82 of the Act in connection with the Network;

**Railway Group Standards** means the Railway Group Standards produced pursuant to the Railway Group Standards Code (or equivalent predecessor documents, including previous versions of the Railway Group Standards Code) defining mandatory requirements in respect of the mainline railway in each case as published by the Rail Safety and Standards Board Limited or imposed by the Office of Rail and Road as these are updated and/or amended from time to time. Such standards can be accessed on the website <http://www.rgsonline.co.uk/>;

**Services** means the services to be performed by or on behalf of Network Rail pursuant to this Agreement as set out in Schedule 2;

**Site** means the land on which any physical elements of the Works are to be carried out;

**Site Constraints** means any constraints or asset protection issues relating to the Railway which may affect the Site as communicated in writing by Network Rail to the Customer from time to time;

**Standards** means together the Railway Group Standards and the Network Rail Standards;

**Surety** means the party listed as such in Schedule 2;

**Works** means the works listed in Schedule 2; and

**Works Information** means information relating to the Works and/or this Agreement.

**2** In this Agreement, unless the context otherwise requires:

- (a) references to a statute, treaty or legislative provision or to a provision of it shall be construed, at any particular time, as including a reference to any modification, extension or re-enactment at any time then in force and to all subordinate legislation made from time to time under it;
- (b) references to any agreement or document include its schedules and attachments and references to “paragraphs”, “Schedules” or “appendices” are references to such provisions or parts of this Agreement;
- (c) the words “include” and “including” are to be construed without limitation; and

- (d) a reference to a “Party” means a party to this Agreement and includes its successors in title, permitted assigns and permitted transferees and “Parties” shall be construed accordingly.

## Schedule 2 – Works Particulars

### 1 The Project (Schedule 1, paragraph 1.1)

Principal Bridge Inspections on the Customer's structures across Network Rail's Kent, Sussex, and Wessex routes during railway Control Period 7.

### 2 Schedule 5 (Structures Schedule)

The Project does not involve the construction of a New Structure under or over the Railway.

### 3 The Works (Schedule 1, paragraph 1.1)

The Works comprise:

- (a) the carrying out of design relative to the delivery of the Project and/or the Works;
- (b) works which potentially impact on the safety or operation of the Railway during their carrying out, including: Principal bridge inspections which will all be carried out under possessions. These inspections, on structures identified in December (for inspection during the subsequent year) of each year from the below list in Table 1, will comprise of a close examination within touching distance of all accessible parts of the asset, including, where relevant, underwater parts and adjacent earthworks and waterways, utilising suitable access and/or traffic management works as necessary.

Table 1: Customer owned structures across Kent, Sussex & Wessex routes:

Structure Name	Structure Details	Structure Type	ELR	Mileage
A40/A3220 NW Slip Road	A3220/00.00/2	Bridge	WLL	4m70ch
A40/A3220 SW Slip Road	A3220/00.00/3	Bridge	WLL	4m70ch
Barclay Road Bridge	A232/12.70/C	Bridge	VTB2	10m52ch
Battersea Rise East Rail	A3/09.30	Bridge	BML1	4m25ch
Battersea Rise West Rail	A3/09.30/1	Bridge	VTB1	3m05ch
Bexley / Crayford Railway E/B	A2/21.30	Bridge	HDR	14m45ch
Bexley / Crayford Railway W/B	A2/21.30/A	Bridge	HDR	14m45ch
Bromley South Bridge	A21/08.80	Bridge	VIR	10m72ch
Carshalton Road Footbridge	A232/06.40	Footbridge	BTH1	12m75ch
Catford Bridge	A205/23.60/C	Bridge	LCH	7m48ch
Chiswick High Road Railway	A205/00.30	Bridge	HOU / NKE2	9m48ch
Clifford Avenue Bridge	A205/03.10/1/C	Bridge	RDG1	8m52ch
Coulsdon By-Pass S/B Railway Embankment R/W	A23/21.80/R	Retaining Wall	VTB2	14m73ch
Cromwell Road Railway Bridge	A4/14.60	Bridge	SAR2	10m17ch
Green Link	A2/14.80	Bridge	BEX	10m00ch
Grove Park Bridge	A316/01.20	Bridge	HOU	8m23ch
Hales Bridge Belmont Rise	A217/16.80	Bridge	BTH2	15m67ch
Harlington Road East Footbridge	A312/05.00	Footbridge	RDG1	14m42ch
Holland Park Roundabout North	A3220/01.20/1	Bridge	WLL	4m01ch
Holland Park Roundabout South	A3220/01.20	Bridge	WLL	4m00ch

Horn Park Lane (Over Railway) Bridge	A205/25.70	Bridge	HDR	8m19ch
Kew Bridge Road Railway	A205/00.30/1	Bridge	HOU / NKE2	9m48ch
Kidbrooke Station Footbridge	A2/11.60	Footbridge	BEX	7m78ch
Kidbrooke West Ret. Wall	A2/11.70/R	Retaining Wall	BEX	8m01ch
Knockholt	A21/20.10	Bridge	XTD	16m32ch
Lewisham Way Bridge	A20/01.20	Bridge	NTL	7m23ch
New Malden / Raynes Park Rly Bridge	A3/19.30/c	Bridge	BML1	9m15ch
Nth R/W East of Glenesk Road	A2/14.50/R	Retaining Wall	BEX	9m71ch
Streatham Hill Station	A23/07.20	Bridge	BBJ	5m65ch
Waddon Station Bridge	A23/15.90	Bridge	NFE	11m48ch
Waddon Station Bridge South East Wingwall	A23/15.90/R2	Retaining Wall	NFE	11m48ch
West Cromwell Road Bridge	A4/09.20/1	Bridge	WLL	2m79ch
West Cross Junction Bridge	A3220/00.70/1	Bridge	WLL	4m34ch
West Cross Northbound Onslip Ramp	A3220/00.50/1	Retaining Wall	WLL	4m50ch
West Cross West Ret. Wall	A3220/01.00/R2	Retaining Wall	WLL	4m18ch
Westway W Ldn To St. Marks (Sect 1)	A40/11.30	Bridge	WLL	4m70ch
Whitton Halt Bridge	A316/08.70	Bridge	RDG1	12m27ch
Wood Lane NE Ramp	A3220/00.00/5	Bridge	WLL	4m70ch
Wood Lane SE Ramp	A3220/00.00/4	Bridge	WLL	4m70ch

- (c) the construction of a New Structure, including: N/A (where a new structure is to be constructed over or under the Railway, any physical construction works will require to be carried out under an APA);
- (d) the provision of, in addition to the requirements set out in paragraph 26, the following documentation:
  - (i) work package plan for each structure;
  - (ii) task briefing sheets;
  - (iii) staff competencies;
  - (iv) traffic and pedestrian management plan (where applicable); and
  - (v) any other document/drawing/design or similar as requested by Network Rail, acting reasonably, in respect of the works.



#### **4 The Services (Schedule 1, paragraph 1.1)**

The Services to be provided by Network Rail are as follows:

- (a) preparation and facilitation of agreements with the Customer;
- (b) provision of guidance documents for works to take place on or adjacent to Network Rail land;
- (c) provision of guidance on the requisite Network Rail procedures and Standards;
- (d) provision of obtaining Network Rail record drawings and services information;
- (e) attendance at meetings;
- (f) review of Method Statements / risk assessments / health and safety plans, etc.;
- (g) review of information provided by the Customer demonstrating that the design of the Works takes into account the Site Constraints and all relevant Standards;
- (h) procurement and management of track possessions and isolations;
- (i) issue of access permits or track visitor permits; and
- (j) provision of safety staff to assure safe systems of work that could affect the Network.

#### **5 Network Rail Principal Contact (Schedule 1, paragraph 1.1)**

The Network Rail Principal Contact is:

██████████

██

██████████

London Puddle Dock, Blackfriars, EC4V 3DS

#### **6 Estimated Cost (Schedule 1, paragraph 1.1)**

The total Estimated Cost of carrying out the Services is ██████████ + VAT.

estimated costs for carrying out the Services in 2025/2026 is ██████████ + VAT.

estimated costs for carrying out the Services in 2026/2027 is ██████████ + VAT.

estimated costs for carrying out the Services in 2027/2028 is ██████████ +VAT.

estimated costs for carrying out the Services in 2028/2029 is ██████████ + VAT.

The overall Estimated Cost is subject to change based on the number of inspections within each financial year, determined following confirmation of the structures, issued the December preceding, to be inspected in that financial year.

**7 Public Liability Insurance (paragraph 10)**

The value of public liability insurance shall be not less than £20,000,000.00 (twenty million pounds) unless otherwise agreed in writing by Network Rail.

**8 Security (paragraph 15)**

An on-demand bond is not required to be provided by the Customer.

**9 Consents (paragraphs 24-29)**

It is not necessary for Network Rail to apply for certain consents before the Customer can carry out the Works.

**10 Notices (paragraph 57)**

Network Rail's address for the service of notices is:

Network Rail Infrastructure Limited, Waterloo General Office, London SE1 8SW

Email: [notices@networkrail.co.uk](mailto:notices@networkrail.co.uk)

All written notices to be marked: "URGENT: ATTENTION THE GROUP COMPANY SECRETARY"

The Customer's address for the service of notices is:

[REDACTED]

Transport for London, 5 Endeavour Square, London, E20 1JN, United Kingdom

Telephone: [REDACTED]

Email: [REDACTED]

## Schedule 3 – Costs

### 1 Definitions

**Agency Costs** means the cost, multiplied by 1.15, to Network Rail, of any consultants and contractors who are not Network Rail employees but who are engaged by Network Rail in connection with the performance of Network Rail's obligations under this Agreement and for whom Network Rail incurs business unit overheads (business unit overheads includes, for example, utility costs, accommodation, conferences/meetings, IT costs, stationery/printing, office costs and posting/archiving), plus the properly incurred expenses and disbursements charged to Network Rail by those consultants and contractors;

**Consultants' Costs** means the costs to Network Rail of any consultants or contractors engaged by Network Rail in connection with the observance and performance of its obligations under this Agreement multiplied by 1.10, plus the properly incurred expenses and disbursements of those consultants or contractors;

**Expenses and Disbursements** means the costs, expenses and disbursements incurred by Network Rail in relation to the Works in connection with:

- (a) printing, reproduction and purchase of documents, drawings, office consumables, maps and records;
- (b) travelling expenses in accordance with Network Rail's policies;
- (c) all technical, commercial and professional fees, costs and disbursements in connection with the Works but excluding contractors' costs and Agency Costs;
- (d) all internal and external legal and other costs, charges and expenses properly incurred by Network Rail in connection with the preparation, negotiation and enforcement of any supplemental leases, licences (including in respect of intellectual property) and other documentation entered into by Network Rail and relating to the Works (including this Agreement);
- (e) insurance costs (if any);
- (f) any sums payable by Network Rail pursuant to the terms of any track access agreement, station access agreement, station lease or station agreement where the same arises in connection with the carrying out of the Works; and
- (g) any other disbursements or expenses reasonably and properly incurred by Network Rail in connection with the Works which are not expressly set forth herein subject to obtaining the Customer's prior approval in respect of any individual item of expenditure which exceeds £[REDACTED] (such consent not to be unreasonably withheld or delayed);

**Freight Access Agreement** means any agreement entered into between Network Rail and an Operator for the movement of freight trains incorporating the Network Code;

**Hourly Rate** means, in respect of each member of Network Rail's Personnel in any particular role band, the rate set out in paragraph 3 below as the same may be adjusted from time to

time in accordance with paragraph 3 below, which rate will be payable in respect of all worked hours spent by Network Rail's Personnel in connection with the Services;

**Network Rail Costs** means Agency Costs, Consultants' Costs, Expenses and Disbursements, Personnel Costs and Possession Related Costs, plus:

- (a) costs associated with applying for any consents in relation to the Works; and
- (b) such other costs, expenses and liabilities which are properly incurred by Network Rail in respect of the performance of Network Rail's obligations in respect of the Works to the extent that they arise from or are a consequence of the Services;

**Network Rail's Personnel** means any employees and/or officers of Network Rail;

**Personnel Costs** means the sum of the relevant Hourly Rate multiplied by the number of hours spent by each member of Network Rail's Personnel in connection with the performance of Network Rail's duties and obligations under this Agreement, including any travel time to and from the Customer's site or premises;

**Possession Related Costs** means sums Network Rail will be obliged to pay to any train operator pursuant to Schedules 4 and 8 of the relevant Track Access Agreement or, where such train operator is party to a Freight Access Agreement, the equivalent provision of that agreement; and

**Track Access Agreement** means any agreement entered into between Network Rail and an Operator for the movement of passenger trains incorporating the Network Code or any access option in relation to the movement of passenger trains on the Network.

## 2 Expenses and Disbursements

The Customer shall pay all Network Rail Costs reasonably and properly incurred in connection with the Services.

## 3 Hourly Rates effective from 1 April 2025

Banding	Hourly Rate
1	
2	
3	
4	
5	
6	
7	
8	

## 4 Adjustment of Hourly Rates

- 4.1 Network Rail shall adjust the Hourly Rates to reflect any rate review agreed between Network Rail and the ORR or, in the absence of such rate review, annually on 1st April to reflect the increase in the retail price index for the year ending the preceding November.
- 4.2 Where Network Rail identifies opportunities for delivering the Services for a lower cost by using Network Rail's Personnel for whom lower hourly rates apply, Network Rail will use reasonable

endeavours to deliver the Services through such Network Rail's Personnel. In such cases, the hourly rate applicable to such Network Rail's Personnel shall apply.

## **5 Review**

Upon the Customer's reasonable request, Network Rail shall provide to the Customer reasonable evidence of all amounts payable by the Customer under this Schedule 3 (other than the Hourly Rates).

## **Schedule 4 – Security**

Not used.



## Schedule 5 – Structures Schedule

### 1 General

Where Schedule 2 states that this Schedule 5 applies, the preceding terms of this Agreement shall be modified and added to as follows.

### 2 Definitions

In this Schedule 5, the following words and expressions shall have the following meanings unless the contrary intention appears:

**Approval in Principle** means the certificate referred to in Standard NR/L2/CIV/003 and recorded in form NR/L2/CIV/003 Form A. Once completed and fully endorsed, NR/L2/CIV/003 Form A remains valid for three years provided construction work begins within that time;

**Asset Management Plan** has the meaning given in the Standard NR/L2/MTC/089 and prepared and approved in accordance with form NR/L2/MTC/089/AMP003;

**Change in Law** means application to any Party of any Legal Requirement which did not so previously apply or the change of any Legal Requirement applying to that Party (including any such Legal Requirement ceasing to apply, being withdrawn or not being renewed) other than in relation to corporation tax (or any other tax of a similar nature replacing corporation tax on profits or gains) or value added tax;

**Change in Standards** means the coming into effect, after the Commencement Date, of a Railway Group Standard or of any amendment thereto, or of a Network Rail Standard or of any amendment thereto with which the Customer is obliged to comply;

**Checker** has the meaning given in Standard NR/L2/CIV/003;

**Collateral Warranty** means a warranty from each Contractor in favour of Network Rail in a form acceptable to Network Rail;

**Competent Authority** means any local, national or supranational agency, authority, department, inspectorate, minister, ministry, official, court, tribunal or public or statutory person (whether autonomous or not), whether of the United Kingdom or not, which has, in respect of this Agreement, jurisdiction over either of the Parties or the subject matter of this Agreement;

**Contractor** means any person to whom a Contract for the whole or any part of the design and/or construction of the Works is let and for whom the Customer is the employer;

**Depot** means the light maintenance depot (as defined by section 83 of the Act) the subject of the Works, or any replacement of the same;

**Depot Access Conditions** means:

- (a) the National Depot Access Conditions (December Standard); and
- (b) the Annexes to the National Depot Access Conditions relating to a Depot,

as each is modified or amended in respect of the Depot from time to time in either case with the approval of the ORR;



**Depot Change** means the procedures contained in the Depot Access Conditions;

**Direction** means any direction, requirement, instruction or rule legally binding on either of the Parties, and includes any modification, extension or replacement of any such direction, requirement, instruction or rule for the time being in force, but shall not include:

- (a) the exercise of a discretion under any contract or other obligation binding on the Party in question or the enforcement of any such contract or obligation; or
- (b) any direction issued by the ORR pursuant to section 16A of the Act;

**Environment Plan** has the meaning given in International Standard ISO14001;

**Good Industry Practice** means, in relation to the performance of any activity to which this standard is applied, the exercise of that degree of skill, diligence, prudence and foresight as would reasonably be expected from a properly qualified and competent person engaged in carrying out works or services of a similar size, nature, scope, type and complexity to the Project and/or the Works, complying with all Legal Requirements and applicable British, European and International standards and published codes of practice;

**Legal Requirement** means any of the following:

- (a) any enactment to the extent that it applies to that Party;
- (b) any regulation made by the Council or the Commission of the European Union to the extent that it applies to that Party or a decision taken by the Commission of the European Union which is binding on that Party to the extent that it is so binding; and
- (c) any interpretation of law, or finding, contained in any judgment given by a court or tribunal of competent jurisdiction in respect of which the period for making an appeal has expired which requires any legal requirement falling within paragraph (a) or (b) above to have effect in a way which is different to that in which it previously had effect;

**Necessary Consents** means all approvals, permissions, consents, licences, certificates, registrations and authorisations (including Network Rail Consents and Regulated Change) whether statutory or otherwise, which are required from time to time for the purposes of carrying out the Project;

**Network Change** has the meaning given in the Network Code;

**Network Operation Issue** means the following events or circumstances, in so far as not reasonably foreseeable at the Commencement Date that requires Network Rail to act immediately or with urgency:

- (a) any Safety Critical Event;
- (b) any Operational Emergency;
- (c) any Direction of a Competent Authority (excluding such issue arising as a consequence of the Works except to the extent that it is as a result of negligence by Network Rail);
- (d) any change in the Network Licence;
- (e) any Change in Law; and

- (f) any contractual commitment of Network Rail existing on or prior to the Commencement Date under any Access Agreement,

provided that in each case such issue affects or is affected by the Works;

**Network Rail Consents** means those consents to be granted by Network Rail in relation to the Works and the Project;

**Network Rail Requirements** means the Requirements for the Safety Management of Third Party Works set out in Standard NR/L2/CIV/095, plus the further requirements notified in writing by Network Rail to the Customer from time to time;

**Operational Emergency** means any situation or circumstance which Network Rail reasonably considers requires immediate or urgent action in order to maintain or restore the effective operation of the Network or any part of it;

**PACE** means the Network Rail standard NR/L2/P3M/201 entitled Project Acceleration in a Controlled Environment (PACE) as amended from time to time (and any PACE Phase shall have the meaning ascribed to it within that standard);

**Quality Plans** means the design quality assurance procedures and the works quality assurance plan, each as referred to in the Standards;

**Regulated Change** means Network Change and/or Station Change and/or Depot Change to the extent that each is required in connection with the Project;

**Representative** means the person appointed by the Customer to manage the delivery of Works under this Agreement;

**Safety Authorisation** means the relevant party's safety authorisation, as amended from time to time (as defined in the Railways and Other Guided Transport Systems (Safety) Regulations 2006);

**Safety Critical Event** means risk to the health and safety of any individual or risk of damage or destruction to any property, or any incident which may reduce the safety integrity levels of any item of infrastructure;

**Safety Management System** means the management structure and controls within the Customer's and Contractor's organisations through which the Customer and its Contractors ensure they are capable of understanding Railway-related risks and providing or procuring the provision of a safe system of working on or about the Railway;

**Safety Plan** means the documented management system by which the relevant Contractor demonstrates how it will conduct the Works in compliance with the relevant Safety Management System and the requirements of this Agreement;

**Station Access Conditions** means the National Station Access Conditions 2013 (England and Wales) together with the station-specific annexes applicable to the relevant stations the subject of the Project or any replacement of the same;

**Station Change** means the procedures contained in Parts B and C (as applicable) of the Station Access Conditions;

**Structure Agreement** means an agreement between Network Rail and the Customer to regulate the use, maintenance, replacement, decommissioning and removal of the New Structure upon completion of its construction; and

**Works Contract** means any contract between the Customer and its Contractor.

### **3 Amendments to the preceding terms of this Agreement**

3.1 Paragraph 30 at the end of the paragraph insert the following:

“As and when required by Network Rail, the Customer shall enter into a Structure Agreement with Network Rail and the Customer shall comply with the terms of that Structure Agreement.”

### **4 Obligations of the Customer**

4.1 The Customer shall carry out and complete the Works in accordance with:

- (a) Good Industry Practice;
- (b) Legal Requirements;
- (c) Standards, until the project has achieved PACE Phase 2 (including but not limited to NR/L2/CIV/096 Asset Protection and Optimisation Management of Outside Party Works, NR/L2/RSE/02009 Engineering Management of Projects and NR/L2/CIV/003 Engineering Assurance of Building and Civil Engineering Works);
- (d) any Change in Standards;
- (e) such derogations from the Standards as may be applicable from time to time and as Network Rail and/or the relevant Competent Authority may approve or consent to in writing and by expressly referring to it, being aware that its approval or consent to the matter in question constitutes a derogation;
- (f) all other relevant current British or European codes, regulations and standards (to the extent that there are no conflicts or inconsistencies within them or between them and any other requirements of this Agreement);
- (g) Network Rail Requirements (including (without limitation) those relative to the securing of Approval in Principle);
- (h) the Safety Authorisation;
- (i) Necessary Consents;
- (j) the terms of this Agreement; and
- (k) in accordance with the approved Asset Management Plan which will take into account such other conditions:
  - (i) as Network Rail may reasonably consider necessary to prevent, address, alleviate or comply with (as applicable) a Network Operation Issue;
  - (ii) as Network Rail may reasonably consider necessary relating to the efficiency, whole life cost and safety of the Project and the Railway; and

- (iii) to enable construction of the Project in a manner which minimises disruption to the Railway and enables future construction or maintenance to be carried out on the Network or on the New Structure (as far as reasonably possible) in a way which minimises costs and disruption to the Network.
- 4.2 The Customer and Network Rail shall meet on a regular basis as agreed between the Parties.
- 4.3 Information or instructions provided to Network Rail by or on behalf of the Customer in connection with the Project shall be prepared and given in such a diligent and professional manner and with such clarity, in such detail and in a timely manner as is necessary for Network Rail to comply with its obligations under this Agreement.
- 4.4 The Customer will update Network Rail periodically of the status of the Works confirming whether all planned programming and possessions interfaces will be met.
- 4.5 The Customer shall be responsible for the carrying out of the Works at its own risk and cost.
- 4.6 The Customer shall appoint a Representative to act on its behalf for the operation of these provisions of this Agreement. Any restriction placed by the Customer on its Representative's authority must be notified to Network Rail in writing to be effective. The Representative may delegate its authority by notice in writing specifying the identity of the delegate and specifying the authority so delegated.
- 4.7 The Customer shall satisfy itself that the Checker has provided the Customer with the necessary level of assurance that the Checker has carried out its duties in accordance with the applicable Standards.
- 4.8 The Customer may subcontract all or part of its obligations under this Agreement.
- 4.9 Notwithstanding the appointment of any Contractor, subcontractor or other contractor, the Customer shall remain liable for the performance of its obligations.
- 4.10 The Customer shall procure that each Contractor which is involved in the design, carrying out and completion of the Works meets the Network Rail Requirements for all relevant classes of work to be carried out by that Contractor.
- 4.11 The Customer shall:
  - (a) obtain Network Rail's written acceptance prior to the appointment of Principal Designer (as defined in the CDM Regulations), such acceptance not to be unreasonably withheld or delayed;
  - (b) not appoint a Contractor without obtaining Network Rail's prior written acceptance to the selection of the Contractor and of the relevant Works Contract;
  - (c) ensure that all Contractors (including any design consultants) comply with the Network Rail Requirements and the Standards including (without limitation) NR/L2/CIV/003 Form A;
  - (d) prior to commencing the design or construction of the Works, procure that each relevant Contractor produces a Quality Plan, Environment Plan, an Asset Management Plan and a Safety Plan specific to the Works and demonstrate how this integrates with the Customer's Safety Management System;

- (e) obtain the prior acceptance of Network Rail before appointing a Checker appropriate to the checking category allocated to the Works by the Customer; and
- (f) procure that each Contractor shall provide Network Rail with a Collateral Warranty within 21 days of a request from Network Rail.

4.12 The Customer shall carry out the Works in accordance with PACE or an equivalent process (approved by Network Rail (such approval not to be unreasonably withheld)) which incorporates the key requirements agreed with Network Rail. Where an equivalent process does not include some PACE-equivalent products and Network Rail requires such products to be incorporated, then the Customer shall incorporate such PACE products as necessary. Where an alternative process to PACE is being used for the Works pursuant to this paragraph 4.12, any reference in this Agreement to PACE procedural requirements shall be interpreted to mean the equivalent process in the alternative process.

## **5 Necessary Consents**

The Customer is responsible for applying for and obtaining all Necessary Consents in a format agreed between the Parties and in line with the requirements of the programme for the delivery of the Project.

## **6 Progression of Project beyond PACE Phase 2**

Where the Customer wishes to progress the Project beyond PACE Phase 2, the Customer must enter into:

- (a) a Structures Agreement;
- (b) an Asset Protection Agreement; and
- (c) such property arrangements as Network Rail may require,

in respect of the Project on terms acceptable to Network Rail.